

GRAIN DEALERS' JOURNAL

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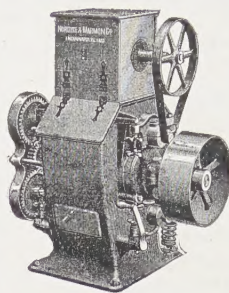
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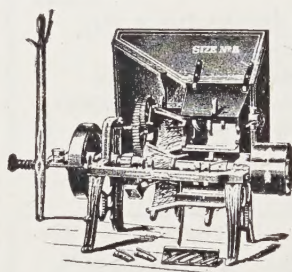
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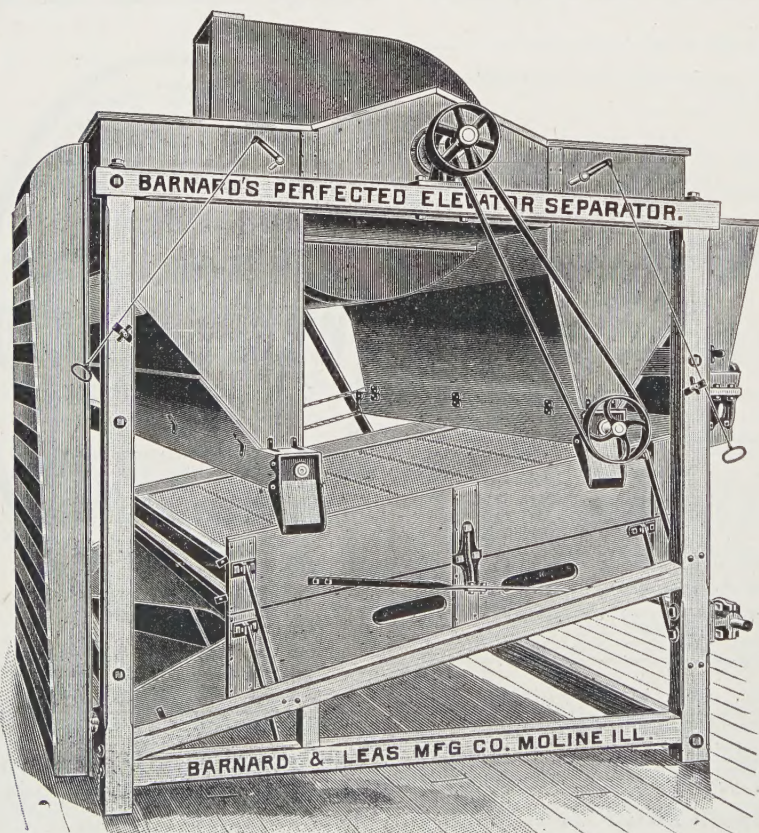
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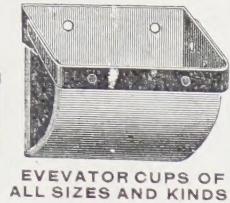
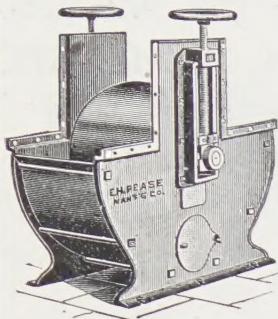
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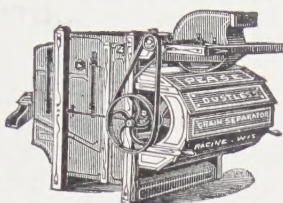
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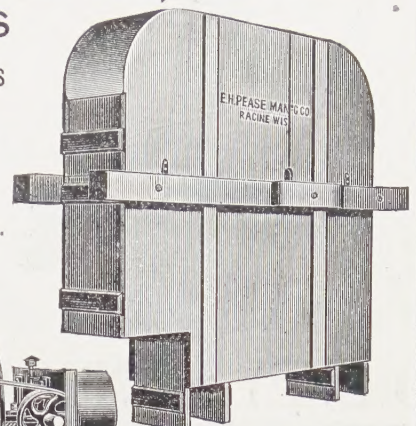
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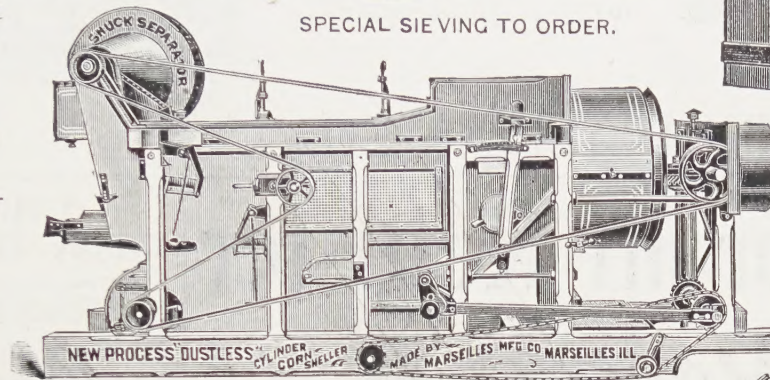
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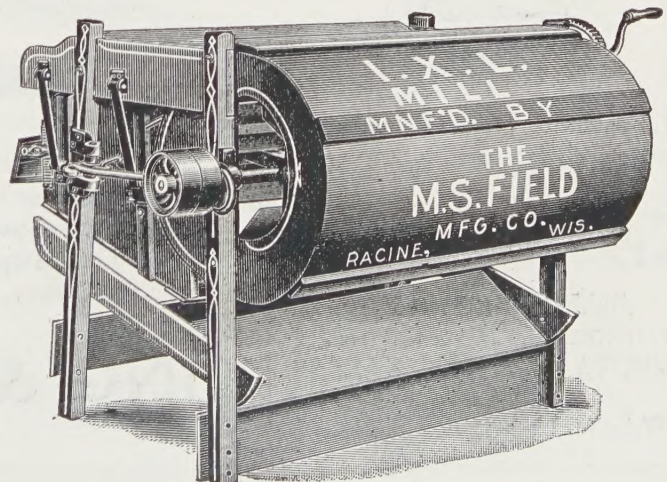
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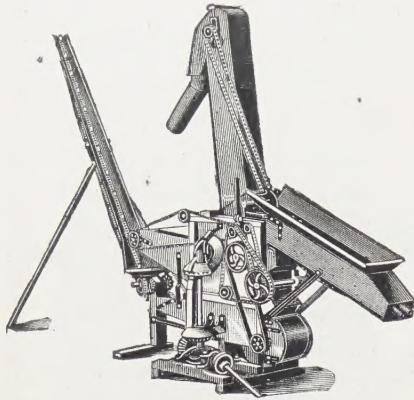
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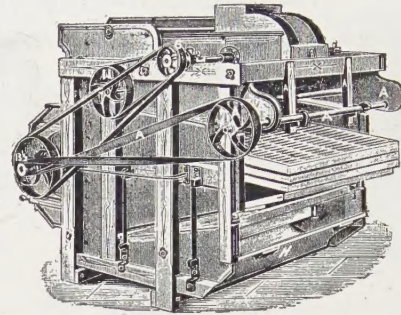
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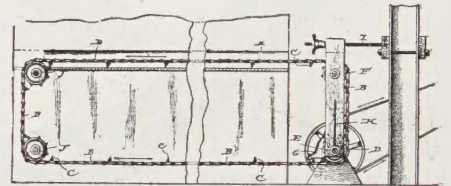
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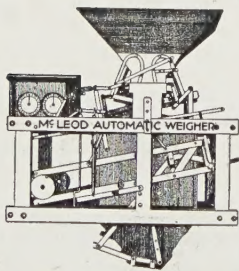
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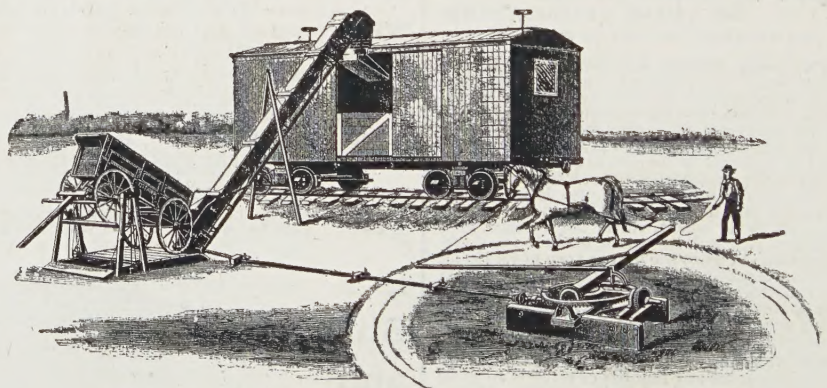
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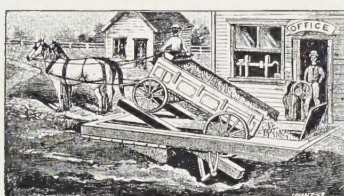
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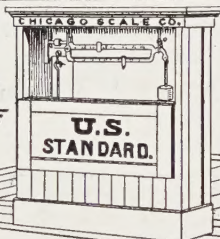
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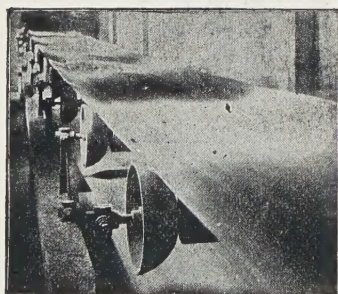
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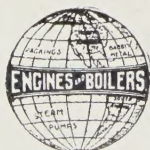
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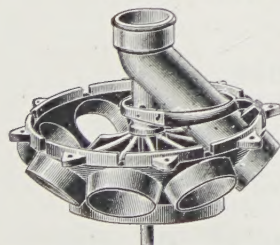
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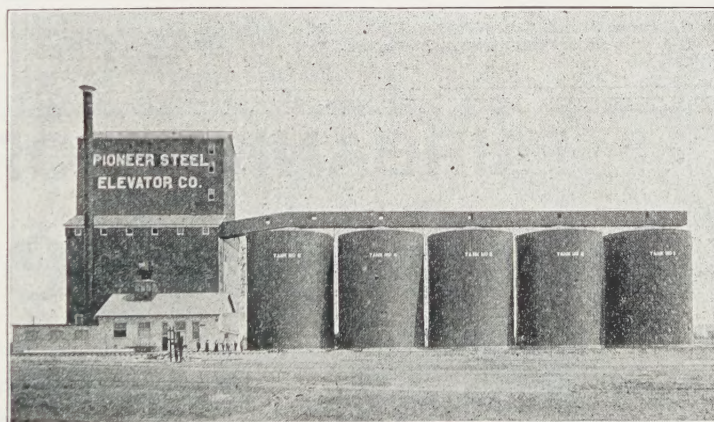
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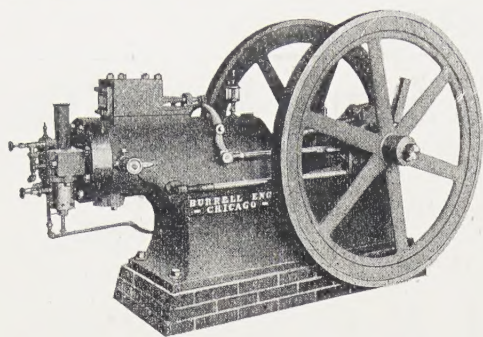
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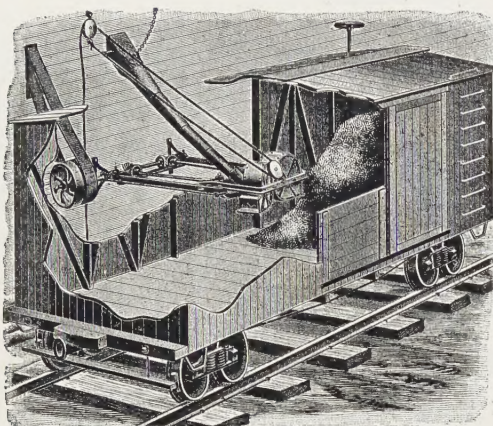
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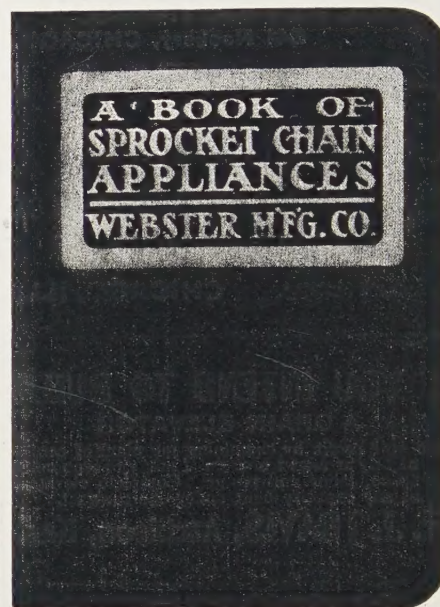
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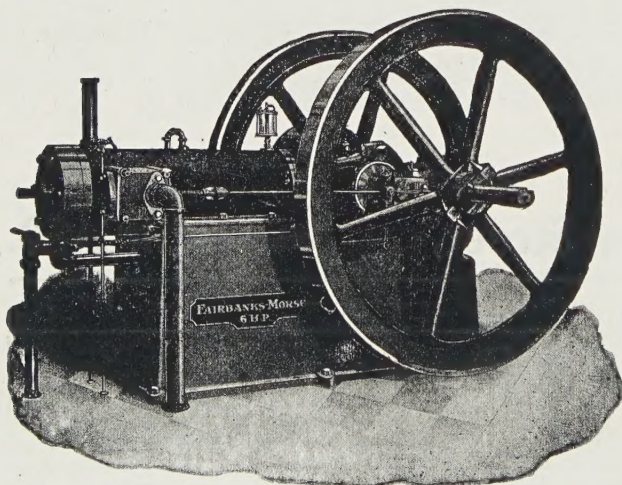
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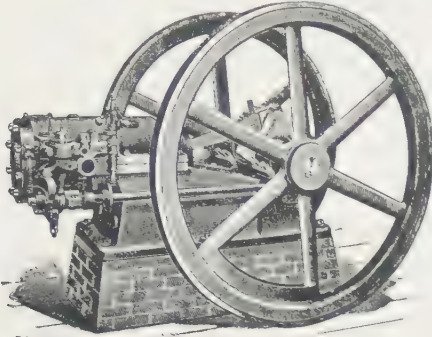
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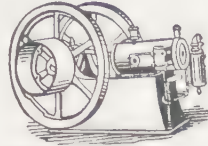


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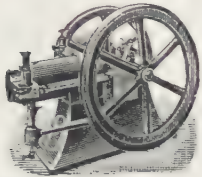
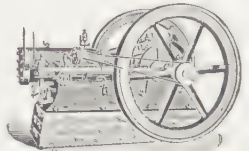
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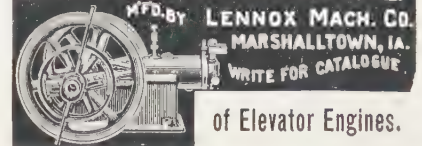
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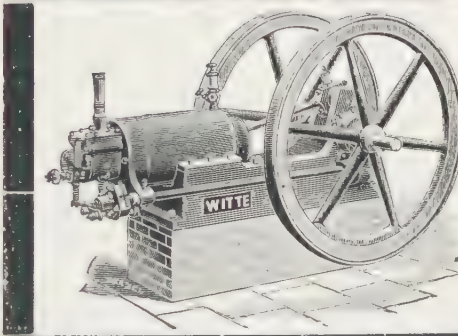
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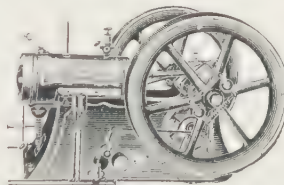
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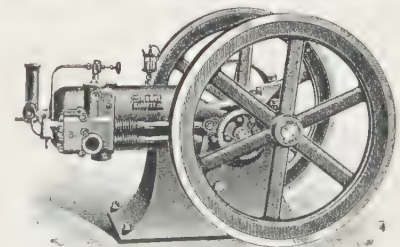
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SEED WHEAT for sale. High grade, sure crop, winter seed wheat, reasonable prices, in small or car lots; correspondence solicited. S. M. Schindel, Hagerstown, Md.

TIMOTHY, CLOVER & ALSIKE SEED wanted. We are buyers at all times and pay full market prices. Try us. Whitney-Eckstein Seed Co., 210-212 Terrace, Buffalo, N. Y.

RYE STRAW. Want to buy 200 tons, bright, sound, threshed or tangled, reasonably free of chaff, either in half or whole bales, weighing 100 to 300 pounds. Can handle either by rail or river shipment. Interested parties address Southern, Box 2, care Grain Dealers' Journal, 10 Pacific Ave., Chicago.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

ENGINE and boiler, 10-h. p., for sale; mounted on trucks; in good condition. A. N. Drummond, Guernsey, Iowa.

GAS engine for sale; 40-h. p. Otto, in good condition. Frank Diesel Can Co., Stewart av. cor. 40th st., Chicago.

BARGAINS in second-hand gas and gasoline engines. General Gas Engine Co., 43 West Washington st., Chicago.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

FOR SALE: 5-h. p. Fairbanks, 7-h. p. Weber, 10-h. p. Otto, 12-h. p. Norman, gasoline. Address Backus Gas Engine Co., 171 Lake-st., Chicago, Ill.

BOILER AND ENGINE for sale; 25-h. p. horizontal tubular boiler in good condition; 15-h. p. slide valve engine; price, \$150. C. L. Kinney, Hubbard, Ia.

STEAM engine and boiler, 15 h. p., made by Frost Mfg. Co., Galesburg, Ill. Good as new. Also 15 h. p. Van Dusen gasoline engine for sale cheap. Address John Bartle, Mitchell, Iowa.

GASOLINE engines for sale. One second hand horizontal 5-h. p., all complete in good running order, not been used over 18 mos., \$175. One latest improved 12-h. p. Fairbanks-Morse, new, never been out of the box, \$475. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES.

1 35-h. p. New Era, in first class condition.

1 9-h. p. White & Middleton, as good as new.

1 6-h. p. Otto rebuilt, with latest improvements.

1 2½-h. p. Fairbanks-Morse.

1 7-h. p. Regan.

We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

C. P. & J. Lauson, 151 W. Water St., Milwaukee, Wis.

ENGINES WANTED.

ENGINES and Boilers wanted to buy, or will exchange new or second hand. L. D. Pollard, 57 So. Canal St., Chicago.

BEST prices paid for 2nd hand gas and gasoline engines. General gas Engine Co., 43 W. Washington St., Chicago.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

SITUATION WANTED.

SITUATION wanted as manager in country elevator; now manager of a grain company. Best of references. Address Box 88, Pauline, Neb.

SITUATION wanted in elevator; 20 years' experience; best reference. Speak German. J. S., box 3, care Grain Dealers' Journal, 10 Pacific av., Chicago.

MACHINES FOR SALE.

SHUCK-SELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

STEEL CONVEYOR, 20 ft. long 6 in diam. with hangers, for sale cheap. A. H. Richner, Crawfordsville, Ind.

LOT OF SHAFTING, boxing, sprocket wheels, pulleys, including head pulleys for sale. Horner & Co., Hume, Ill.

FRENCH burr, 22-in. under-runner; 1 Miami Valley Corn Sheller; 1 Corn Cleaner, manufactured at Sidney, O., for sale. Patty & Coppock, Fletcher, O.

SECOND-HAND: One 45-h. p. boiler with heater, pump and all fixtures complete. Outfit will sell cheap if sold soon. Address Rhinehart Smith, Sidney, Ohio.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

MACHINES WANTED.

POWER SEED CLEANER wanted. Address Patty & Coppock, Fletcher, O.

CORNWALL Corn Cleaner wanted, No. 1 or 2. W. W. Cameron, Chester, Neb.

CORN shellers and cleaners wanted, Cornwall preferred, 2 good second-hand, medium size; elevator belts, buckets, heads and boots; good order. Describe. M. E. Co., Box 4, care Grain Dealers' Journal, 10 Pacific av., Chicago, Ill.

MILLS FOR SALE.

CEREAL mill of 140-bbls. daily capacity for sale, all or half interest, or lease; rare chance. C. P. Evans, 2447 Girard-av. S., Minneapolis, Minn.

FEED MILL for sale on Big Four R. R. All up-to-date machinery; good trade; fine location for grist mill or shipping grain. Delaware Feed Mills, Delaware, O.

70-BBL roller mill for sale; steam, power, good order, well located in county seat 2,500 population (only mill). Splendid local and shipping trade. Bargain, \$6,000; one-third cash, balance 1 to 4 years at 8 per cent. Buy it, act quick and add electric light plant. Address E. P. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

FOR SALE-MISCELLANEOUS.

LINK BELT chain for sale; 2,500 ft. of No. 78, with attachments; good as new. Address 81 Hudson-av., Chicago.

HELP WANTED.

BUYER wanted, first class. State age and salary wanted. Address Christensen & Henderson, Madelia, Minn.

SITUATION wanted in elevator. Have had several years experience; best reference. Box E. E., Early, Ia.

WANTED: Party well acquainted with the trade along the line of the B. C. R. & N. and Ill. Cent. Rys. in Iowa, who would represent prominent and reliable grain house of St. Louis on commission. Address and give references, F. W. S., box 3, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

WANTED.

WANTED: Your order for a Constant Grain Feeder for your new oats house or addition. B. S. Constant Co., Bloomington, Ill.

ELEVATOR SITES.

**FINE
LOCATIONS**

FOR
ELEVATORS, FACTORIES,

AND OTHER INDUSTRIES ON
The Belt Railway of Chicago.

COMPETITIVE RATES.
AMPLE CAR SUPPLY.

ADDRESS B. THOMAS, PRES. & GEN. MGR.
DEARBORN STATION, CHICAGO.

LOCATIONS FOR ELEVATORS

in Illinois, Iowa and
Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,
Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

LUMBER We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

CHAMPION CORN SHELLERS

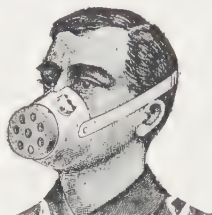
last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. *Write for descriptive circular.*

R. H. McGRATH,

Established 1851.

Lafayette, Ind.

Keep Dust Out of Your Lungs



USE THE Hurd Respirator

Made of Soft Rubber
Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

Conveyor and Elevator BELTS



WE HAVE TAKEN SOME OF THE
LARGEST CONTRACTS IN
THE COUNTRY.

WRITE FOR PRICES . . .

GUTTA PERCHA & RUBBER MFG. CO. 96 & 98 Lake St., Chicago.

Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLER'S NATIONAL INS. CO.

205 La Salle St., CHICAGO, ILL.

CHARTERED, 1865

ASSETS, \$2,721,893

NET CASH SURPLUS, 382.27

W. L. Barnum, Secy

The GRAIN SHIPPERS'

Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,
IDA GROVE, IOWA.

MICHIGAN MILLERS MUTUAL FIRE INS. CO.

OF LANSING, MICH.

20
YEARS

Successful Business.

Net Cash Surplus, \$220,000.00.

50% Dividends Paid

1899
1900

Insures Grain and Elevators.

Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

HUNTLEY MANUFACTURING COMPANY,
Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10TH AND 25TH OF EACH MONTH

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., AUGUST 25, 1900.

Have Missouri dealers abandoned their plan of state organization?

When you come to Chicago make the Journal office your headquarters.

Send us copies of forms used in contracting to buy farmers' grain for future delivery.

Confiscating grain simply because it does not come up to the grade but is not tolerable.

The price of steel continues to decline and the number of steel elevators going up continues to increase.

Duplication of receipts at the primary wheat markets makes the report of receipts very misleading.

When shelling out your cribs hire a small boy to pick out the small ears. The investment will pay large dividends.

Barrels filled with salt water, if placed in different corners about an elevator, will reduce the fire hazard and may reduce the rate.

When India adopts American farming machinery and methods famines may cease and the country have some wheat for export.

The bucket-shop gambling joints are not entitled to any standing in the courts. They are illegal and should be closed everywhere.

A telegraph company which occasionally attempts to collect charges on messages which have been paid for merits close watching all the time.

Dealers who want their business protected from scoop-shovel competition should join and heartily support their local association. The member who requires the secretary of his organization

to spend much time, money and energy in attempting to collect dues is not giving his association the support which merits any returns.

Recent stealing from grain cars in Chicago yards gives conclusive evidence of need of more efficient watchmen in the yards where grain is stored.

When the grain quotation betting-shops are closed the boards of trade will not be bitterly denounced for evil work in which they have no hand.

If all bucket shop bets were converted into regular exchange trades, the wheat market would take on an activity which would make the heads of the oldest wheat bulls swim.

The scoop-shovel man and the betting-shop keeper must go. The regular grain trade has no use for either, and both are a detriment to themselves and those who deal with them.

Track sellers should not be forced to accept heavy discounts. If grain justifies heavier discount than usual shipper should be notified and given a fair chance to protect himself.

Confine your business dealings in the market centers to members of the commercial exchanges. Then you will have some protection against being imposed upon by tricksters.

Fearing defeat, some of the Milwaukee bucket-shop keepers have refused to fight and ran away. They are running betting shops pure and simple and know they have no standing in any court.

Recent rains have caused so much damage to grain in fields that crop guessers have been at sea, and those who have ventured an estimate on the extent of the damage, do so in a very guarded manner.

Accurate Government reports are wanted, but it is doubtful, if they will ever be wanted enuf to place a man on a salary in each county, as suggested by Mr. Grimes in his paper read before the National Hay Association.

If track sold grain were always accepted or rejected and discounts abandoned, there would be a better feeling between the buyers and sellers. A shipper never forgets a 10 cent discount, even if it is warranted by condition of the grain.

If you have a leak in your gasoline tank or piping, don't go hunting for it with a match. Despite frequent warnings elevator men persist in committing this folly at frequent intervals. Some live to regret their carelessness, others are mourned by a large number of friends.

Grain shippers who buy off-grade wheat, and many of them find it necessary this year, seem unable to restrain

themselves from paying more than the stuff is worth. Of course returns from their shipments will cause them much grief. Grain which is bought right will generally yield a profit.

Cribbers of experience will confer a favor by sending us detailed descriptions of the crib which will best protect corn from the elements and rodents.

Do not encourage farmers in thinking you can get as much for stained, musty oats, as for bright grain. Unless you dock them hard they will be convinced that such is the case.

The stock company fire insurance companies are likely to meet with much discouragement in the persistent demand for higher rates for insurance on grain elevators, for the very good reason that the fire proof structures of different varieties are likely to be the majority of new structures in terminal markets.

The time to read your insurance policy is before the fire. It may be that your policy covers only your steam plant. An elevator man, who thought his property was thoroly covered by stock company policies discovered last year after the fire that one-third was on stock and two-thirds on power plant 20 feet away.

The dealer who refuses to submit any matter of difference to a committee made up of members of his association admits by such refusal that he is wrong and convinces his fellow members that he is not disposed to do what is right. The dealer who thinks he can afford to establish such a reputation with his fellow dealers has much to learn.

Elevator men who do not care if inspectors grade down their shipments can insure such result by permitting dirt to accumulate in all parts of their elevator. Refuse harbors weevil which multiply very rapidly and destroy much grain. When they get firmly installed in a dirty elevator, they are perfectly satisfied, they seek no further—it is their paradise.

The attorney general of Nebraska has inflated his balloon with political gas and sailed to New York in search of the Standard Oil Trust. It is not likely he will appear before the secretary of the Nebraska Grain Dealers Association when the case is called because he will be too busy campaigning for votes. The suit has already brot him the advertising craved.

The National Hay Association very promptly came to the support of the Chicago Board of Trade in its fight against bucket shops with a ringing resolution declaring its sympathy and pledging its support to purge every commercial center of the bucket-shop betters. If more of the commercial exchanges of the country would take a similar stand, instead of hanging back and flattering members

with the idea that their "exchange will soon occupy the position formerly held by the Chicago Board of Trade in the speculative trade," their memberships would soon be worth far more than they ever will be if the bucket shops survive the present onslaught of the Chicago Board.

The superintendent of an Eastern elevator in which there is installed an automatic sprinkling system states, that its only use is to reduce the insurance rate. He says, that if the elevator once caught fire nothing could save it. His instructions to his men are, "If the elevator catches fire, run and save yourselves. Elevators can be rebuilt but life can not be restored."

The Secretary of Agriculture is credited with an interview which does not seem probable, although it has been published far and wide. The Secretary's prediction of dollar wheat does not meet with much support from the trade, although he may be right. The end of the crop year is some months away and the majority of the people will have ample time to forget all about the Secretary's prediction before July 1.

Some of the members of the National Hay Association in attendance at Baltimore meeting ventured the suggestion that the Hay Association could be consolidated with the Grain Dealers' National Association to the mutual advantage of both organizations. Many grain dealers handle hay, and few are the hay dealers who do not handle grain. Doubtless many dealers are members of both associations. The matter is surely worth the consideration of shippers.

In an interview this week Chief Grain Inspector E. J. Noble, of Chicago, said that if country shippers of white oats would clean their oats before shipment, at least 15 per cent of the oats now missing grade would inspect No. 2. And yet there are some shippers who neglect to put in a cleaner for doing their work. If they were able to raise their oats to the contract grade, they would be safe in hedging against holdings.

The grain dealer who thinks he can trust the farmers to deliver grain as contracted without having contract in writing will not rest easy when the market goes up and grain he has sold for delivery fails to come in. He will then remember how easy it is for a farmer to forget verbal contracts when he gains 5 to 15 cents a bushel by forgetting. When contract is in writing, it is easy to prove its existence. A poor memory is no protection.

The average country town will not tolerate gambling in any form, but will receive a bucket-shop with open arms. It is directly to the interest of every country grain dealer to help stamp out this

evil. When the grain market is free from its influence, prices will assume figures more in keeping with supply, demand and conditions of growing crops. The Board of Trade performs a legitimate and necessary part in the marketing of grain, while the bucket-shop serves only as an excuse for the keepers to rob habitués. The first is of value, the last a positive injury to those having grain to sell.

Some of the Chicago gamblers on grain quotations fear that they will be classed with the ordinary bucket shops and are actually advertising themselves as members of the Chicago Open Board of Trade, which is none less than a big bucket shop where the habitués bet with one another instead of with the keeper. If they were to bet on the races, the turning of a card or the result of a prize fight, the city authorities would close the institution. As they bet on future grain quotations, the institution is tolerated. It is to be hoped that the country grain shippers will not be deluded by the misleading name of the institution. If you want fair treatment all the time, make sure that your business transactions are confined to members of the Board of Trade when dealing in Chicago.

The New York Produce Exchange is struggling with the old time variable carload question. When the railroads, the shippers and the exchanges unite in the adoption of uniform rules, then will there be some chance of the cars containing uniform quantities. As long as the railroads make rules at variance with the rules of the different exchanges and with the possibilities of their own rolling stock; as long as the grain cars vary in size from 30,000 bushels capacity to over 100,000, and as long as it is to the advantage of shippers to load cars to promote their own business interests, we will have the variable car load with us. The only common sense way for the trade to get around the difficulty is to deal in bushels and require excess or deficiency to be settled for at market price day difference is discovered.

It is to be presumed that all members of the different grain associations are favorable to their trade organization, anxious that it should succeed, and thereby assist in relieving their own business of the many abuses and impositions which encumber it, yet if the action of these dealers in neglecting to pay their dues is to be considered, one can not help thinking that the dealers do not care a rap whether their association continues or not. If they were in trouble just at the time of receiving bills for dues, they would remit very promptly and censure their brother dealers most vigorously for doing otherwise. The fact remains that of five different associations which recent-

ly have made earnest efforts to induce members to pay back dues, but one has met with any degree of success and that only by making drafts. The less time the secretary is required to spend in collecting dues and getting new members, the more time will he have to spend in working for the common interests of all the members.

When grain carriers decline to furnish doors with their grain cars, the grain shippers of the country will organize a Steel Car Dispatch Line to furnish strong cars to convey grain to destination without leakage, without transfer and at an expense of mileage to the roads. The charters of most of the roads not only require them to furnish facilities for transporting all kinds of freight, but also depot facilities for same at each station. The courts have at different times held that not only must the railroad company place cars in condition to receive freight, but must also load the freight into the cars. If the grain carriers so far ignore their duties to the grain shippers as to refuse to furnish car doors, they may encounter a revulsion on the part of shippers, which may result in the carriers being required not only to furnish grain doors, but to place each and every car in first-class condition for the reception of grain. It is not reasonable to conclude, that since the grain shippers of the country tolerate more rank abuses at the hands of the grain carriers than all other shippers combined, they will peacefully submit to further imposition.

The old question of country grain buyers peacefully submitting to the compulsory use of town scale weights has recently been raised at Lampasas, Tex., where the public weighman has secured an injunction restraining local grain buyers from weighing the grain of farmers which they buy. A town council can have but two reasons for establishing public scales; either to reward a political worker or to convince farmers that the man in charge of the grain buyers' scale is not honest. A little band of town fathers in eastern Iowa had reason to regret their highly moral position recently, when at the demand of the grain buyer, a scale expert was called in and learned that the public scale was weighing several bushels against the grain buyer on each load purchased. The grain buyer had the town fathers at his mercy, but being a kind-hearted individual he let them off very easy and accepted a loss of several hundred dollars without a fight. The public weighman who secures the position by reason of peculiar political service, seldom knows anything about scales and does not care whether they are kept in working condition. It behooves every grain buyer who accepts town weights to insist on frequent tests of the scales being made.

ASKED AND ANSWERED

IOWA GRAIN AND WAREHOUSE LAWS.

Grain Dealers Journal: Will some one please answer this question? I wish to get the warehouse and grain laws of Iowa. Whom shall I address and where? G. D. Smith, Farmer, S. Dak.

WHAT ILLINOIS STATION RECEIVES 1,000,000 BUSHELLS?

Grain Dealers Journal: Is there any station in Illinois which receives a million or more bushels of grain from farmers during a single season? If so what is the name and the address of the dealer? H. F. Vincent, Odell, Ill.

CONSTRUCTION OF CORN CRIBS.

Grain Dealers Journal: I will build some corn cribs this fall and would be pleased to have the opinions of brother dealers regarding what they consider the best practical crib. I do not wish to build an expensive crib, but one which will protect corn from rodents and the elements. —Illinois Cribber.

CONTRACT FORMS WANTED.

Grain Dealers Journal: I would be pleased to see blank forms used by grain buyers in contracting for grain for future delivery by farmers. Rufus Bullard. (Dealers having forms different from those published in the Journal heretofore will confer a favor by sending us a copy for publication.)

IS BLAST BETTER THAN SUCTION?

Grain Dealers Journal: Is a blast fan better suited to make perfect separations of dirt from grain, or will a suction do better work? If anyone has had experience with both, or can give explicit reasons why one is better than the other, I sincerely beg they will tell what they know. Foreman.

FORM OF TICKET NOT REQUIRING STAMP.

Grain Dealers Journal: Will some one please give the form of checks not requiring a revenue stamp, to be used by grain dealers? F. S. Greene, Arrowsmith, Ill. (Samples of grain tickets not requiring stamps are given on page 312 of the Grain Dealers Journal for Nov. 25, 1899. Any scale ticket for grain which is presented by man to whom it is issued and paid from funds of grain buyer kept in box separate from other funds does not require a revenue stamp.)

GRAIN DEALER'S LIABILITY TO FARMER.

Grain Dealers Journal: L. E. X. asks the question: Is a grain dealer liable to the farmer for grain delivered at his elevator, in case of fire, even if not sold?

This depends upon many circumstances which are not stated. If the grain was delivered and stored solely for the benefit of the farmer the dealer in general would only be held to a slight degree of diligence in the care of it, and unless the fire was the result of gross negligence on his part the dealer would not be liable.

If, on the other hand, the grain was delivered for the benefit of the dealer, i. e.: If the dealer had control of the grain and could have sold it at his pleasure, he would likely be held liable, even tho the price he was to pay the farmer had not been determined at the time it was delivered. There are many circumstances that enter into such cases and the law is extremely close.

WAS BID ACCEPTED; IF SO, WHO IS RESPONSIBLE?

Grain Dealers Journal: On the morning of July 16 I received a postal card from a grain broker from which I quote the following: "Your acceptance to reach me by 9:20 a. m. following business day. I am authorized to bid the following prices, net, your track for Starch Works. No. 3 corn or better, 36 $\frac{1}{4}$, 20 days shipment."

At 9:05 a. m. I wired: "Sell you 10,000 bushels corn 36 $\frac{1}{4}$. Give me 30 days shipment."

At 11:50 a. m. grain broker wired me: "Sorry can't confirm the corn thirty days. Starch Works full up."

Printed on the grain broker's card was the following: "Acceptances reaching me later than time specified will be accepted if no material change in the market. Unless you receive a counter bid by wire consider your sale confirmed."

My sale was not rejected until two hours and three-quarters after I sent my telegram. It was then too late to sell elsewhere, as in the meantime the market had declined. Was I justified in considering my sale confirmed?

I talked with the broker over the phone after receiving his dispatch, and he said: "I tried to get Starch Works to take corn at 20 days, but they declined to take it at all. It was not my request to be allowed more time for delivery which prompted buyer to annul sale, but the sharp decline in the market."

The next morning I received a letter from broker in which he said:

"Your wire received, but it was impossible to get the sale thru. Had you left off the 30 days, could have done so. You see the Starch Co. are not like a regular market. They can take just so much and by the time your wire reached me I had bot more than they wanted, and was too late to get any of the Chicago buyers to take it."

The manager of the Starch Works told me that "They had bot all the corn they wanted before my telegram reached them. And they did not consider that they could be held for the purchases made by their agent." He never alluded to the 30-day request. Now the sale was made fair and square in the first five words of my message. The last five was a mere request.—Shipper.

(We trust shippers and track buyers will answer the questions in full and give their opinions. (1) Did shipper accept bid of broker? (2) Did broker reject sale within a reasonable time? (3) If so, is grain broker or the Starch Works responsible for loss suffered by shipper by reason of sale not being consummated? (4) Is grain broker the agent of the Starch Works?)

HOW TO RID ELEVATOR OF WEEVIL.

Grain Dealers Journal: Can anyone give us directions for cleaning our elevator of weevil? We have understood that someone in Buffalo has some kind of carbon compound which is very suc-

cessful, but we have not their address. We would be pleased to receive any information in this line. Crabbs & Reynolds, Crawfordsville, Ind.

(Clean elevator thoroly once a week and apply whitewash containing concentrated lye once a month to all surfaces, such as walls, ceilings, floors. Weevil abhor light and air, and delight in dark dirty corners. A dirty elevator is their paradise. The use of Bi-sulfide of Carbon is attended with some danger of explosion and can not be applied without written permission of insurance companies, otherwise your policies will be nullified. However, if properly applied it is very effective and has been the means of restoring properties whose usefulness had been destroyed by being overrun by grain-infesting insects. If you desire to give it a trial you can buy Bi-sulfide of Carbon in 50 to 100-lb. lots for 7 cents per pound, f. o. b. Philadelphia, by addressing Powers & Weightman, of that city. It is shipped in 50-lb. patent screw stoppered cans, which cost 60 cents extra. Cans are not returnable except for refilling.

If applied it would be better to do so when elevator is empty, and the expense for carbon will be less. Few elevators will need less than 100 pounds for each application. If enuf is used to produce a death atmosphere in all parts of the elevator a second application will not be necessary. The amount necessary depends upon the number of cubic feet in elevator and how near air-tight the house is. The carbon must be applied at a time when the elevator can be closed for at least 36 hours—longer if possible in order to give the fumes ample time to suffocate all insects as well as rodents. Bi-sulfide of Carbon is a liquid of a volatile nature, and its fumes are several times heavier than air. It is best applied by placing many pie tins or soup plates in every nook and corner and at numerous points on every floor. Then beginning at top of Texas quickly fill each wide open vessel provided and descend, filling as you make your way to the exit. Many shallow open vessels should be placed just above the bins, for if each bin is not filled with a death atmosphere some of the weevil may survive the charge, and, as the pests multiply very rapidly, the elevator will again be in their possession before cold weather comes. The vapor from the Bi-sulfide is highly explosive, hence lights and fire of all kinds must be kept away from it.)

HOW TO CURE BROOM CORN.

Grain Dealers Journal: In reply to the inquiry of J. G. Hermann with regard to curing broom corn seed so it may be stored the same as oats or wheat, I would say that some attempt has been made to save the seed where the broom corn is grown for the brush value. T. F. Lyons, of Arcola, Ill., one of the most extensive broom corn growers in the world, has experimented on this point and uses the following method of saving the seed.

The brush is harvested in the usual way, but is stored in the drying racks and allowed to dry before threshing. In this way the seed is dried out with the brush, and when threshed it can be stored in bins and used for feed or fertilizing purposes. The brush is taken out of the drying sheds to the thresher, then directly to the baler. The value of such seed for feeding purposes, according to Mr. Lyons, is equal to or superior to that of oats; and, as a broom corn field will yield from 70 to 90 bushels of seed per

acre, the value of the seed is no small item.

In the process of harvesting broom corn brush the seed is threshed out just before the brush is laid on the shelves in the drying houses. As the brush must be harvested while the seed is green, there is very little nourishment or fertility in the seed, therefore the piles of seed that accumulate during the threshing are allowed to heat and rot without any attempt to save the seed. The well rotted piles of seed are usually hauled out on the stubble fields during the winter and in this way a very small amount of fertility is returned to the soil.

When broom corn seed is desired the seed is allowed to ripen on the brush in the field. During this ripening process the brush turns a reddish color and is therefore not valuable. After the seed has thoroughly ripened the brush is harvested and the seed threshed out, as under ordinary conditions. The seed, when kept in large quantities, is usually stored in a special drying house, where it can be shoveled over and allowed to dry out thoroughly after storing. A model broom corn seed store house was erected last year by James O. Toland, of Humboldt, Ill., an extensive broom corn seed grower. Broom corn seed retains its vitality remarkably, as shown by the following incident. Last year the "broom corn trust," an organization which controls the broom corn market of the world, attempted to buy up a large amount of broom corn seed, in order to prevent a large acreage of the crop this year. They succeeded in buying large quantities, which, according to common report, was burned or fed to stock in order to prevent its being used for seed this year. As a consequence there was a shortage of seed in some communities, so that many of the farmers went into their broom corn fields, picked out all of the heads that had not been harvested, on account of inferior or injured brush in the fall, and threshed out this seed and used it for seeding purposes this spring. This seed withstood the cold, freezing and thawing weather of last winter unprotected, and has raised good crops this summer.

The experiment station of the University of Illinois hopes to conduct some experiments this fall, after which more definite information can be obtained. A. D. Shamel, Instructor Farm Crops, University of Illinois, Champaign.

The exports of rice for the 12 months ending with July 1 were 12,830,000 pounds, against 852,000 and 637,000 pounds for the corresponding periods of 1898-9 and 1897-8.

The hay acreage is reported by the Department of Agriculture to have been reduced 5.3 per cent Aug. 1. Of the 14 states mowing one million acres or upward last year, all except California report a reduced acreage. The condition of timothy hay is 6.8 points lower than at the corresponding date last year, 19.4 points lower than on August 1, 1898, and 7.5 points below the mean of the August averages for the last nine years.

Chicago Board is trying to freeze out the bucket shops. Telegraph companies object. They are in league with the devil. They don't care whether producers get a better price or the legitimate boards of trade succeed. Their officers are blinded by the revenue they get from the bucket shops. In time, the general trade would more than offset it, if the shops were suppressed and all buyers patronized the regular boards.—C. A. King & Co.

LETTERS FROM THE TRADE

WHAT NOT TO DO.

Grain Dealers Journal: Don't think because the farmers pat you on the back because you pay more than grain is worth that they will help make up your losses.

Don't try to make the trade believe that you pay more than anyone else. If you get this out among your trade you will have to pay a premium or your conservative competitors will get the trade.

Don't worry because a customer leaves you on account of your competitor paying more than you offer or grain is worth. If he is your customer he will come back. You had better lose the grain than handle at a loss.

Don't get discouraged because the crop is poor or in bad condition. Nine farmers out of ten could have had their oats in the dry. They took the chance, and the grain dealer should buy at prices that will show a profit.

Don't put off improving your elevator. Get it in shape to dump small grain. Grain bags must go. You can have the farmers educated to do without the use of bags before another wheat crop is ready to move. Commence by running oats thru corn dump. E. A. Grubbs Grain Co., Greenville, O.

GASOLINE POWER COMPARED WITH STEAM.

Grain Dealers Journal: In the Journal of June 10, page 343, is a letter from our neighbor, who uses a steam engine to run his elevator, regarding the expenses of steam and gas, stating that one of the elevators here was run for 38 cents on steam, and that it cost us about \$1.25. On the other hand, I, perhaps, am prejudiced against steam.

Having used both I consider gas engines the best and cheapest for elevator use, and not nearly so dangerous as steam. There is practically no danger from fire or explosion. The statistics I gave were not an average for a month or a year, but only what it cost per day to run our 15-h. p. engine. I stated that 10 gallons were used for 11 hours run. However, there are very few days that a country elevator runs all day, and many days only 1 to 3 hours.

We run more shafting, more mills, more stands of elevators, conveyors, etc., and buy more than double the grain than our friends who use the steam engine do. So it is not a fair comparison. E. J. Bullard, St. Johns, Mich.

RICHMOND BROKER IS VINDICATED.

Grain Dealers Journal: In your paper of June 25, on page 379, you refer to the case of C. B. Wood, of Richmond, Va., against McCord & Kelley, of Columbus, O., which was at that time pending in the court of a justice of the peace at Columbus, and after stating the facts in the case you remark that, "The fact that the car was resold practically to the same party gave rise to suspicion that there was collusion between Wood, the plaintiff, and Todd, the buyer, and the Columbus firm desires to have these doubts removed."

On page 375 of the same edition, a correspondent describes this case, calling no names, but the reference is unavoidable, and the language used is not only a re-

flection on Mr. Wood, the broker, and on Mr. Todd, the buyer, but also on the entire Richmond market.

Now, as you have spared no pains to represent the other side of this case, I am of opinion that you should devote a portion of the valuable space in your paper to our side and let your readers know how this case terminated.

The suit was brot in a Columbus court as stated, the home of the defendants, who were represented by able attorneys. The case came to trial, and was decided in favor of the plaintiff and judgment rendered for the full amount asked for, \$38.12. The defendants thereupon threatened an appeal, but offered a compromise of \$35, which we accepted.

The defendants were unable to prove any collusion and the court of their own city gave judgment against them, which was a complete vindication of Mr. Wood, and should be fully reported in your paper. J. Kent Rawley, Richmond, Va.

COBS.

Hay exports for the 12 months prior to July 1 amounted to 72,708 tons, compared with 64,916 and 81,826 tons for the corresponding periods of 1898-9 and 1897-8.

Large quantities of corn are being used in the distillation of spirits for the manufacture of smokeless powder. The Japanese government has ordered 6,000 barrels of spirits from a Chicago distiller, and the United States recently ordered 10,000 barrels.

Taking statements gathered from those who have studied the speculative trade for years, they show that fully 80 per cent of those who speculate continuously, lose their money. A commission man some twenty years ago had a statement made up to show how his customers came out on the year's transactions. The result indicated that it was necessary for them to secure nearly an entire new set of customers every two or three years.

The dollar wheat proposition for which Russia asked the co-operation of the United States in the fall of 1896, is made public in McClure's Magazine for August. The proposition was declined by Richard Olney, secretary of the State Department, and J. Sterling Morton, secretary of the Agricultural Department, on the ground that the price of wheat was controlled by supply and demand. The Russian plan was to buy all wheat offered at \$1 in times of plenty and to sell at a slightly higher figure in times of scarcity.

"Dollar Wheat" is predicted by Hon. James Wilson, secretary of the Department of Agriculture, in a newspaper interview, which credits him with other statements equally remarkable. The secretary is quoted as saying: "Hard times directly affect the price of wheat by decreasing the demand, and at the same time cut off consumption by decreasing the buying power of the people. For example, the consumption of wheat and wheat flour in this country in 1894 fell to 3.41 bushels per inhabitant. In 1896 it increased to 4.78, and in 1898 it was 4.21, while last year it increased to 5.95 bushels per capita. This year the consumption of wheat per capita will go above last year, and will probably be nearer seven than six bushels, because this year the people are better able to buy than ever before." With characteristic perversity the wheat market declined five cents per bushel after the interview was given out.

ORTHWEIN'S ELEVATOR AT FT. WORTH, TEXAS,

An elevator has recently been completed at the southern terminus of the C., R. I. & P. Ry. in Ft. Worth, Tex., which is claimed to have a remarkable handling capacity. It is designed primarily as a transfer elevator, but it is provided with storage capacity of 250,000 bushels. The elevator was built by Charles F. Orthwein's Sons, of Kansas City, Mo., on ground purchased just outside of Ft. Worth.

The track room is ample. Three straight tracks of over one mile in length run through one end of the working part. One of these tracks is for shipping and two are receiving tracks.

The car pullers are below the tracks, the drum of pullers being at right angles to the direction of the tracks, thus enabling the puller to draw cars directly toward it and not around the corner as has been the custom heretofore. The three heavy car pullers beneath the tracks are equipped with seven-inch steel cables, which, it is said, are strong enough to pull all the cars that can be placed on the tracks.

One attractive feature of this elevator is its twelve-foot basement which is neatly cemented and white-washed. It is well lighted, so that lanterns will not be needed and the danger of dust explosions will thus be minimized.

In the storage part of the elevator, which joins the working part of the side farthest from the tracks, are 44 bins; half of which are 54 feet deep, the balance 57 feet deep. These bins range in capacity from 3,000 to 6,000 bushels.

In the cleaning part of the elevator are 36 bins which range from 1,200 to 2,800 bushels. The receiving capacity of the elevator is claimed to be 100 cars per day. Since it started 130 cars have been loaded out in a day. The cleaning capacity of the house is 130 cars each day, so that the grain can be cleaned almost as rapidly as it is transferred. The cleaning equipment consists of three separators and three oat clippers, each of which are equipped with a Day Dust Collector. The dust from these collectors is carried to another Day Dust Collector over boiler room, which drops dust to furnace. Grain can be spouted to each of these machines from any of the 36 bins in the working part of the house. Grain is carried from the bins to the shipping legs by means of a 24-inch rubber belt. Similar belts carry grain to any bin of the four rows of bins in the storage part; the grain being diverted by means of Weller Trippers.

The grain handling and power transmitting machinery in this plant was furnished by the Weller Manufacturing Co. of Chicago. The power transmitting equipment of the house is principally Ajax rope drives, but one bevel gear drive and several belts will be found performing similar duties in different parts of the house. On the scale floor are four 1,400-bushel hopper scales.

The roof of the working part of the house is 125 feet and 6 inches above the basement.

The house was built for the rapid handling of grain. One novelty introduced in the conveyor subway under the bins is that it is so high one can readily walk about, and so well lighted that samples of grain from any of the bins can be easily obtained and examined.

The power plant which is established in a large, well-lighted and well-ventilated brick structure adjacent, is equipped

with three tubular boilers, 6 feet by 16 inches; and a 28 by 48 engine. The smokestack is a self-sustaining steel stack.

The elevator was designed and erected by Frank Kaucher, of St. Joseph, Mo.

SUITS AND DECISIONS

Where a contract of sale is made subject to the weights and inspection at the place of sale, in the absence of fraud, the inspector's decision in regard to the character of the goods concludes the purchase. This was held in the case of *Del Bondio vs Jacob Dold Packing Co.*, in 79 Mo. App. 465.

It has been decided that where a con-

ceived goods under a contract to carry them on its steamship to a certain point, but for its own convenience carried them to another point and transferred them to another carrier, to be delivered at the point designated in the contract, such act was a breach of the contract, rendering defendant liable as insurer for injuries to the goods while in the possession of the other carrier. *S. D. Seavey Co. vs Union Transit Co.*, 82 N. W. 285.

Where bills of lading for cargoes of phosphate specified the quantity but contained the further statements, "Weight and quantity unknown," or "Weight unknown," the burden rests upon the ship owners to account for any discrepancy between the quantity delivered and that specified; but this is met by proof that the full quantity loaded was delivered, and



Chas. F. Orthwein's Sons' Elevator at Fort Worth, Tex.

tract provides for payment at a stipulated price for clean and satisfactory seed to be made immediately on the receipt of such seed, and the ascertaining that it is vital, and fit for seed purposes, the payee cannot arbitrarily reject such seed if it is clean and vital, and fit for seed purposes. *D. M. Ferry & Co. vs Ballinger*, 60 P. 824.

Where an article is purchased by one who is in fact insolvent at the time, but who makes no representations as to his financial condition, and who intends to pay for it, and has reasonable expectations to be able to pay it, the title to such article passes to him and the vendor cannot recover it on the ground that the purchase was fraudulent. *Wachtel vs Reichel*, 19 Ohio Circuit Court R. 626.

When a bill of lading presented by the shipper, and signed by the agent of the ship, recites a shipment in bulk as so many tons, at so much freight per ton, it will be construed as a contract for carriage in bulk, and the freight is not subject to reduction because the cargo when delivered does not weigh out the quantity stated. *Planters' Fertilizing Mfg. Co., Ltd. vs Elder et al.*, 101 Fed. Rep. (U. S.) 1,001.

It is decided that where defendant re-

this may be shown as against a consignee who has paid drafts drawn by the shippers for the full quantity specified, where the bills of lading were attached to the drafts. *Planters' Fertilizer Mfg. Co., Ltd. vs Elder et al.*, 101 Fed. Rep. (U. S.) 1,001.

The test case brot by the hay dealers to determine whether they are subject to tax has been decided against them by a Pennsylvania court. The mercantile appraiser of Tioga County assessed James L. Robb with a tax as a dealer in hay, straw and grain. The hay dealer appealed to the court. Now the Superior court has affirmed the decision of the lower court, making it clear that those dealers engaged in the business of vending hay, straw and grain are all liable to the tax, whether they have storage barns and warehouses or not; or whether they load their hay or grain directly into cars and ship to points outside of the state or otherwise.

William T. Fee, United States Consul at Bombay, India, reports the arrival at that port on June 25 of the steamship *Quito* with 5,000 tons of corn contributed by the people of America for the relief of the famine sufferers in India.

THE KANSAS CITY BOARD OF TRADE.

The Kansas City Board of Trade was organized in 1869, when this metropolis was but a small and bustling border town. At that time the fertile fields of the states west of the Missouri were one wide expanse of non-productive prairie. Little did the organizers of this commercial body realize to what importance their exchange would become in distributing and handling of the large grain crops now raised in the west.

The principal business transacted by the members of this board is in cash grain, tho the option business during the last year has attained importance.

their market and have rendered the Kansas Grain Dealers Association valuable assistance in reducing shortages in that market.

The first secretary of the Board was Dudley M. Keen, who was followed by E. L. Martin, A. S. Haines, A. D. Simons, W. H. Miller and the present incumbent, E. D. Bigelow, who has served since 1896. The present officers of the Board are W. T. Kemper, pres.; E. W. Shields, 1st vice-pres.; A. McKenzie, 2nd vice-pres.; E. D. Bigelow, secy.; W. H. Winants, treas. Directors, Wm. Murphy, B. F. Paxton, H. C. Reed, M. H. McNeill, J. Bookwalter, E. D. Fisher, W. C. Goffe, F. E. Pratt, W. A. Moses, L. S. Mohr, J. H. Tomlin and T. J. Brodnax.



E. D. Bigelow, Secretary Kansas City Board of Trade.

Kansas City has twenty-eight grain elevators that have a storage capacity of 6,765,000 bushels, and a handling capacity of 1,514,000 bushels daily.

The receipts of grain for 1899, while somewhat smaller than for 1898, amounted to 31,745,650 bushels. And it is expected that during 1900 the receipts will be the largest ever known in that market. On Aug. 6, 990 cars of wheat alone were received, which amounts to fully 800,000 bushels, and is a record breaker. The receipts of wheat during first four weeks of July amounted to 4,609,000 bushels, against 1,373,000 for the same period of last year. The total number of bushels in store January 1, 1900, was 2,308,000 bushels. The shipments made by the elevators for 1899 were 14,587,713 bushels of wheat, 2,664,948 bushels of corn, 331,227 bushels of oats and 140,542 bushels of rye.

The Kansas City Board of Trade has a membership of about two hundred. The members are careful of the standing of

The handsome building now occupied by the Board is situated on Eighth street, and extends from Wyandotte to Central street. This building, which was designed especially for the Board, was completed in 1888 and is a thoroughly modern structure. The fifth, sixth and seventh stories of the west wing of the building are devoted to a large trading room. Business gets very lively around the cash grain tables about eleven o'clock a. m., at which time the samplers return from their morning's work with samples of grain just arrived.

The present secretary, Mr. E. D. Bigelow, has done much to bring the Board into prominence. He is courteous and ever ready to give all the information that he has at command regarding the city's grain trade. His statistical reports of the grain, milling, live stock, packing and provision business of Kansas City are complete and reliable, and are of much value to those interested in the business.

GRAIN CARRIERS.

Grain is being shipped across Lake Michigan from Wisconsin to supply Michigan millers. Small lots are leaving various ports on the west shore.

Samuel W. Smith, of Pontiac, Mich., and New York capitalists contemplate constructing 150 miles of railroad between Detroit and Saginaw, Mich.

Vice-president Harahan, of the Illinois Central, says that his company will build 100 miles of new road to shorten the line between Chicago and New Orleans.

The lake grain rate from Chicago to Lake Erie dropped Aug. 13 to 1½ cents on corn. Vessel men talk of tying up their boats rather than accept the low rate.

The Rockefeller corner in lake freights must have been a losing adventure. It is probable, however, that the advance of 5 cents a gallon in the price of Standard oil will even up matters to some extent.

The Kansas City, Mexico & Orient Railroad Co. is grading 300 miles of road from Wichita, Kan., to the Texas line, and 65 miles more from Port Stillwell on the Pacific Ocean, to El Fuerte, Mexico.

The total tonnage passing thru the canals at Sault Ste. Marie during June was 3,252,000 tons eastbound and 855,386 westbound. Of the eastbound traffic wheat formed 4,929,000 bushels, and other grain 2,000,000 bushels.

The Chicago, Milwaukee & St. Paul has graded 82 miles and laid track on 40 miles of its line between Napa and Platte, S. D. Grading has been completed for 41 miles on the new line from Bowdle, S. D., west to Evarts on the Missouri River.

The Albert Lea and southeastern line of the Illinois Central has been graded from Lyle to Glenville, Minn., 15 miles, and track will be laid as soon as the rails are received. From Glenville to Albert Lea the tracks of the B., C. R. & N. will be used.

Traffic officials of the northwestern lines held a meeting at St. Paul, Minn., Aug. 9, to consider a change in grain rates desired by the Chicago roads which are not getting their share of the grain traffic originating in territory southwest of Minneapolis.

William H. Wallace, of Joliet, Ill., who owns many boats on the Illinois & Michigan Canal, is reported to be promoting the organization of a company to conduct the transportation of grain and other freight by canal on a larger scale in competition with the railroads.

The tour of inspection of the committee on rivers and harbors of the house of representatives and of the senate committee on commerce has been a continued series of revelations to many members. Henceforth appropriations for the improvement of the Great Lakes will not be niggardly.

The largest schooner in the world, and the only six-master ever built, a wooden vessel, was launched at Camden, Me., Aug. 14. This vessel, the George W. Wells, is 345 feet long on top, 48 feet 6 inches beam and 23 feet deep. The boat will carry 5,000 tons of coal on a draft of 24 feet, with a crew of only 14 men. A full rigged ship of equal size would carry at least 31 men as crew.

J. C. Gilchrist, of Cleveland, has contracted with the American Shipbuilding Co., for the construction of five large steel steamers, each to have a carrying capacity of 5,000 gross tons and cost

\$235,000. Mr. Gilchrist owns a large fleet of wooden vessels, and is one of the most successful vessel managers on the lakes. His investment of over \$1,000,000 shows his confidence in the future development of the business of lake transportation.

from North End to Billings, Okla., 26 miles, is in operation.

Kansas railroads are borrowing cars from the eastern lines to handle the heavy grain traffic. The Santa Fe has just secured 600 additional cars, and the

quate supply of coal for steaming purposes at ports of call are making the operation of ocean freight steamers more costly. As a result the old-time sailing vessel is succeeding the tramp steamer on long trips. Formerly freight steamers



The Kansas City Board of Trade Building.

The new line of the Rock Island between Gowrie and Sibley, Ia., has been completed to Laurens, a distance of 50 miles. Other lines have been opened recently by the same company in the southwest. The Kingfisher and Guthrie, Okla., line has been placed in operation. The Anadarko line has been extended to Granite, Okla., 38 miles, and will be completed about Sept. 1. The Billings line,

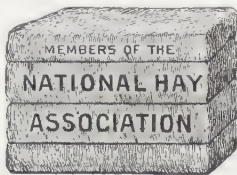
Union Pacific has arranged for considerable foreign equipment. The Rock Island has built in recent months nearly 3,000 new freight cars, but will have scarcely enough to handle the business. It is said the Kansas wheat crop would require 100,000 cars to move it at one time. This would make a train 738 miles long.

The high prices prevailing and the increasing difficulty of obtaining an ade-

quate supply of coal for steaming purposes at ports of call are making the operation of ocean freight steamers more costly. Now they must sacrifice this freight room to carry two or three times the amount of coal. The Philadelphia Maritime Exchange expresses its belief that the tramp steamer is to be succeeded by the square rigger of towering masts and mazy cordage.

MEETING OF NATIONAL HAY ASSOCIATION.

The seventh annual meeting of the National Hay Association was called to order Tuesday, August 14, at 10 a. m., in Dushane Post Hall, Baltimore, by Pres.



James W. Sale, of Bluffton, Ind., with about 250 in attendance.

The meeting was opened with prayer. Acting Mayor Gephart welcomed the delegates and extended to them the hospitality of Baltimore. Rev. Edward Collins, of Detroit, who is an honorary member of the association, responded.

Pres. J. Hume Smith, of the Baltimore Chamber of Commerce, thus addressed the association and in part said:

"Let me remind you that the badges which we present you as members of the National Hay Association (and by which alone you can be distinguished as 'hay-seeds' in your journeyings among us) has placed the state's coat-of-arms above the bale of hay. Yours is a great association, and you represent a great commodity, but we would remind you here and now that you are meeting beneath the broad shield of Maryland's hospitality and that her ancient and unstained name as a banner is over you."

L. S. McKallip, of Pittsburg, Pa., responded to Mr. Smith.

Pres. James W. Sale read his annual report, which showed that the association has members in 25 states and territories, with a membership of 588. Last year it required 3,239,992 cars to transport the corn crop of the United States while the hay crop required 6,576,615 cars. The association has been influential in establishing the uniform system of grading now prevailing at most Eastern markets and in securing a better understanding between buyer and seller.

Mr. Sale spoke in eulogy of Mr. John J. McCaffrey, of Pittsburg, Pa., a former member of the association, who died March 23, 1900.

The board of directors then made its report and recommended that the association have representation in the National Board of Trade, and that the date set for holding the convention be changed. The date was changed from August to September.

TUESDAY AFTERNOON.

The afternoon session was opened by the reports of the various committees.

W. H. Curley, of New York City, in his report as chairman of the Eastern committee on transportation, said, that there seemed to be a discrimination against hay, and that it had to bear the burden of the reduction of rates in grain. He stated that the removal of hay from the sixth to the fifth class raised the freight \$1 a ton from Chicago to New York.

As the secretary's report was printed in pamphlet form and distributed among the members it was not read.

The treasurer's report showed that the total receipts for the year were \$1,642.74 and the disbursements \$1,355.57, leaving a balance in the treasury of \$287.17.

A paper was read by Cyrus H. Bates, Boston, Mass., on the Evolution in Busi-

ness Methods Regarding Shippers and Receivers.

The following committees were appointed by President Sale:

Credentials—E. L. Rogers, Philadelphia, chairman; J. B. Carscallen, Jersey City; Charles England, Baltimore; L. S. McKallip, Pittsburg; L. W. Dewey, Blanchester, O.; W. H. Moorehead, Chicago, and W. H. Karns, St. Louis.

Resolutions—F. Berbell, Missouri, chairman; W. O. Hallett, New York; J. B. Ferguson, Louisiana; L. B. Daniel, Ohio; George S. Bridge, Illinois; C. R. Tomlinson, Virginia, and L. G. Holmes, Indiana.

Rules—H. W. Benedict, Louisiana, chairman; J. L. Dexter, Michigan; F. W. Voris, Illinois; J. B. Daish, Washington, D. C.; Willis Bullock, New York, and G. W. Pitt, Maryland.

Place of Next Meeting—A. E. Clutter, Ohio, chairman; J. A. Heath, Michigan; John Mullally, Missouri; E. E. Nichols, Indiana; R. H. Peterson, Illinois; E. A. Dillenbeck, New York, and J. B. Yaeger, Pennsylvania.

TUESDAY EVENING.

In the evening the delegates were taken to Electric Park by special trolley cars, where they were entertained at the Casino.

WEDNESDAY MORNING.

The morning session of the convention was devoted mainly to the reading and discussion of papers of interest to the hay trade.

One of the most interesting papers of the convention was one read by H. S. Grimes, of Portsmouth, O., recommending a more satisfactory crop report by the government, the title of which is, How to Get an Accurate Government Report Upon Grain and Farm Products. This paper is published elsewhere in this issue.

The association unanimously adopted a resolution heartily endorsing the action of the Chicago Board of Trade in its bucket shop crusade. A copy of the resolution will be sent to the Chicago Board.

E. L. Rogers, of Philadelphia, read a paper on Commission Merchants' Relations to Shippers, from which we take the following:

COMMISSION MEN RELATED TO SHIPPERS.

The commission merchant or factor is almost as old as the world itself, and they are as necessary for the transaction of business as any other kind of merchants that go to make up this world of active business interests, and I might say, there is no single class of merchants that if dispensed with would work more harm, cause more hardship and do more to stop the wheels of trade than dispensing with the much abused commission merchants. I tell you they are a necessary evil.

Let us see for a moment what Webster says: "The commission merchant or the factor is simply an agent for another; an agent is one who acts for or in the place of another by authority from him, one instructed with the business of another, a substitute, a deputy, a factor, the acting under authority of, or on account of another the thing to be done as agent for another; the commission or allowance made to a factor, or agent, for transacting business for another."

The commission merchant is one who buys or sells goods on commission as agent for another, receiving a rate per cent as his compensation. The factor is one who transacts business for another, an agent, a substitute, especially a mercantile agent who buys and sells goods and transacts business for another on commission, a commission merchant or consignee.

The factor laws of the state of Pennsylvania, if I am correctly informed, strictly speaking, require the commission merchant in making his returns to the consignor to remit the identical money received for the goods less charges and

commission, but we must all admit that is impracticable, but another very important thing is that the commission merchant under the law sells the goods for the account and risk of the shipper (don't overlook the risk part, gentlemen). This simply means that the consignee is to use his best judgment in selecting a buyer for his goods, and if not paid for them the shipper or consignor loses his goods. As Marlowe writes: "My factor sends me word a merchant's fled That owes me for a hundred tun of wine." But the laws of Pennsylvania protect the shipper to the extent that if the money for goods sold on consignment is not paid to the consignor, then he, the consignee, is criminally responsible. So, Mr. Shipper, taking everything into consideration, Pennsylvania ought to be a pretty safe place to ship to.

The business of today demands commission merchants to be responsible for the goods placed in their hands, and I believe such is the case in all markets; but how seldom are we commission merchants ever allowed any money in our hands; the custom seems to be with the average shipper to draw against his goods to the extent of the cost at least. Now this is a wrong and much abused system; there is nothing in the world that requires a commission merchant to advance money on shipments, but it is the universal custom, and it should be looked upon and considered in its proper light. Money advanced in this manner is simply a loan on, say bills of lading, as collateral security, same as your bank would demand were you to ask it for a loan. The main difference, however, is, us poor commission merchants are not expected to change any interest, handle the hay for 50 cents a ton, as we do in Philadelphia, lose a bill for a car or more of hay every once in a while, by some poor fellow, or more likely, some rascal going up the spout. In our desire to obtain a big price we often sell to unreliable parties, and especially on a dull market, hoping and praying the fellow will keep above water until our bill is paid.

If you could look over the books of the average Philadelphia hay merchant and see the long credits we are compelled to give, you would wonder how we live and take so many risks. The reply often made is that we sold too cheap; the hay was worth more money; we see No. 1 hay quoted at such a price, while you sold it for a dollar a ton less. The chances are that this hay is about a No. 3, but claimed by the shipper as No. 1, not on his own inspection, as a rule, but by the say so of somebody else, hence the commission merchant gets the blame for slaughtering the goods.

Now all this, I trust, will not be looked upon as a denunciation of the average shipper, but I am sorry to say that it will apply to some whom I have had dealings with during my 35 years' experience in the commission business. Business is a pleasure in most cases, and it should be, and will be, if, in our dealings with each other we are governed by honesty, characterized by integrity, fairness and straightforwardness. Every man is entitled to a fair profit on the business he conducts; he has a right to live, if he has a legitimate business.

The fundamental principle of every business is to make money, and if there is any valid reason why a man should be in the commission business, then he is entitled to a just and fair remuneration for his services. There is a certain cost in running any business, office rent, clerk hire, postage, etc., and no matter how big a business one may do, that cost has to be paid before the profit can be secured.

Invitations to hold the convention of 1901 were read from Milwaukee, Indianapolis, Put-In-Bay, O., and Chicago.

E. L. Rogers, chairman of the committee on nomination, made the following report:

For President—George C. Warren, Saginaw, Mich.

First Vice-President—J. W. Dusenberry, New York City.

Second Vice-President—George S. Bridge, Chicago.

Secretary and Treasurer—R. H. Peterson, Chicago.

Board of Directors—F. Dieble, St. Louis; F. G. Voris, Neoga, Ill.; George S. Bridge, Chicago; John L. Dexter, Detroit, Mich.; W. G. Bishop, Baltimore; F. F. Collins, Cincinnati; Peter Kiel, Pittsburg; A. E. Clutter, Lima, O.; Charles H. Springer, Moravia, N. Y.; J. A. Heath, Lenox, Mich.; D. E. Goodrich, Winchester, Ind.; E. L. Rogers, Philadelphia.

During Thursday morning session the above were unanimously elected the officers of the association for the ensuing year.

WEDNESDAY AFTERNOON.

At 1:30 p. m. the members were all assembled on board the steamer Louise and after a pleasant ride down the river and bay, landed at the Naval Academy wharf at Annapolis. Special permission had been secured from Secretary Long of the Navy to allow the association to inspect the Naval Academy. Annapolis was reached at about 5:30, and for two hours the delegates explored the Naval Academy building and grounds, the state house and other points of interest.

One of the most interesting features of the trip was inspecting the torpedo boat Gloucester, which did such active work under her gallant commander, Major Wainwright, during the recent war with Spain, and the monitor gunboat Puritan. A beautiful supper was served on board just after the start for home.

THURSDAY MORNING.

The morning session was opened by the reading and discussion of papers. The most interesting paper was by Edw. A. Moseley, secretary of the Interstate Commerce Commission, entitled, The Interstate Commerce Law. This paper will be published in a future number of the Journal.

W. H. Benedict, chairman on the committee of rules, recommended changing the rule admitting members; to elect a vice-president from every state having representation in the association; to have the secretary and treasurer a bonded officer; to have seven of the fourteen directors elected annually with a tenure of office of two years; to change the date of the convention to the second week in September.

The above were adopted by the association.

Upon the recommendation of the committee on place Indianapolis, Ind., was chosen for the meeting place in 1901.

The new officers were duly installed and spoke briefly, thanking the association for the honors conferred upon them.

Resolutions of thanks to Secretary of the Navy and to those in Baltimore who had done so much to make the meeting a success, were passed by the association.

There being no further business, the association adjourned to meet in Indianapolis in 1901.

A FEW BALES.

About 250 attended.

Cincinnati had a delegation of twenty-three.

Wanted: More shippers to attend the meetings.

The National Hay Association must follow the flag—Sale.

The Grain Dealers' Journal was represented by J. Carver Strong.

Daniel P. Byrne & Co., of St. Louis, Mo., was represented by W. H. Karns.

F. W. Rundell and Harry Cuddeback represented W. A. Rundell & Co., of Toledo, O.

Handsome leather purses were distributed by W. B. McCardell & Co., of Baltimore.

The members of the association are so good that they make their bales on the square.

The members were all presented with a clay pipe, the bowl of which represented a bale of hay.

W. A. McCaffrey representing Daniel McCaffrey's Sons, of Pittsburg, distributed very neat match safes as souvenirs.

G. A. Hax & Co., Baltimore, distributed a neat match safe, on one side of which was a conveniently arranged freight table.

In all probability the members of the Hay Association will have a private cipher code, to be used exclusively for the hay business. A committee was appointed to look into the matter.

There was some talk among the members of trying to effect some arrangement whereby the Grain Dealers' National Association and the National Hay Association might be merged into one association, as their interests were so closely allied.

There were many pretty badges this year. The official badge, presented by the Baltimore Chamber of Commerce, was of German silver. Attached to the coat-of-arms of Maryland was a bale of hay, and fastened to the bale by its tail was a terrapin.

The menu cards were very neat and original, and were decorated with various kinds of field grasses. The provender for the jolly haymakers consisted of choice Timothy Hay, No. 1 Cut Hay, Red Top and Wild Grass, etc. Space was provided in the rear for the autographs of friends.

A LOADED BALE.

A Baltimore, Md., receiver recently was amazed to find a rock weighing 30 pounds in a bale of hay just arrived from the West, bearing the heart-rending inscription, "A Memento from the West."



A LOCAL ELEVATOR AT BALTIMORE.

Grain is received at Baltimore either for export or local consumption. When it arrives for export it is delivered at once to the large elevators on the river front, but when it is to be used for local trade it is sent to one of the four local elevators. Here it is placed in separate bins so as not to lose its identity.

The Northern Central Railway Co.'s Elevator No. 2 is located at Calvert Station. It was built several years ago by George M. Moulton & Co., of Chicago, and has a capacity of 300,000 bushels. It is equipped with five 1,000-bushel Fairbanks hopper scales, has five elevating legs and three receiving sinks. It is equipped with an automatic sprinkler system. The Webster Mfg. Co., of Chicago, furnished the machinery.

No grain is received into this elevator except on grade, and the grading is done at the expense and risk of the owner. The storage charge for the first ten days is one-half cent per bushel, and for each succeeding ten days or part thereof a charge of one-fourth of a cent per bushel is made. One-fourth of a cent per bushel is charged for handling, and a quarter of a cent per bushel for screening. Grain is mixed in this elevator at one-half cent per bushel.

The elevator company reserves the right to decline to receive or store unsound or unmerchantable grain. Should

any loss occur either by fire or heating of grain it is the owner's risk.

Warehouse receipts are issued on any grain in store, upon payment of all freight and other charges. All grain from this elevator is delivered on order from owner and is sacked in two-bushel bags.

Charles Reimer is superintendent and takes pleasure in giving all information at his command to those who are interested.

A MODEL TERMINAL HAY WAREHOUSE.

One of the best equipped warehouses for the handling and storing of hay is in Baltimore. While hay is only a small part of the business done by Baltimore commission men, only 1,198 tons being shipped from this port last year, still there is a large amount of hay received for local consumption.

The Board of Directors of the Chamber of Commerce appoint the chief hay inspector and his assistants, whose duty it is to inspect all hay and straw arriving in Baltimore. All inspectors are under oath and bond for the faithful performance of their duties. They receive liberal salaries, and all inspection fees go to the general fund of the Chamber of Commerce. No inspector is permitted to be directly or indirectly connected with the business of dealing in or handling hay or straw for their own account or in the employ of others.

The Northern Central Hay House in Baltimore is located at Monument, Constitution and Front streets. It is a two-story building of steel frame construction covered with corrugated iron. It is divided into three sections by thick fire-proof walls. The opening or doors in these walls, which allow a passageway between the different sections, are protected by heavy iron doors, which are held open by weight connected to the doors by a rope cable, a section of the rope is composed of soft metal, so in case of fire this would melt and the doors would close automatically by gravity, they being hung on an incline with rollers.

Large elevators for carrying hay to the second floor are worked by electricity. The delivery of the bales of hay from the second to the first floors is made thru a zig-zag chute which breaks the fall of the bale and prevents the bale ties from being burst.

Hay, straw, jute, etc., reaching this warehouse via the Pennsylvania railway, is unloaded, piled for inspection and insured against loss by fire, free of charge during the five days immediately succeeding arrival. This unloading of the hay does away with car door inspection, and allows the inspectors to make a fair and just inspection for both receiver and shipper.

After the five days have expired a storage charge of thirty cents per ton is made on hay, etc., in car lots, for each period of ten days, subject to the owners' risk of fire.

Track scale weights of hay, straw, etc., excepting new hay and cut hay, are guaranteed, provided it is weighed over the company's wagon scale within fifteen days after arrival and the loss is greater than one per cent of the original track scale weight.

The statistician of the New York Produce Exchange estimates the wheat crop at 513,997,000 bushels, and the corn crop at 2,190,790,000 bushels.

ACCURATE GOVERNMENT REPORTS.

(Paper by H. S. Grimes, of Portsmouth, O., Read at Meeting National Hay Association.)

For some time in a quiet sort of way I have been advocating the advisability of accurate government reports upon grain and farm products. The conflicting reports in the past month, given out by the different price currents and grain journals over the country, and also the wide difference between the government report and the general reports spoken of, shows to the interested parties the necessity of something that can be relied upon. Taking the State of Ohio for a basis as to how the government secures its statistics, it is very evident that an improvement could be made that would make the gathering of statistics almost, if not entirely accurate. The present system adopted by the Secretary of Agriculture at Washington is no doubt as good as can be formulated by the government without special paid statisticians.

I herewith give you the ways and means whereby the government secures its report, and you can readily see while it is, to a certain extent, a fairly good one, there is no question but it could be improved by the means which I shall attempt to explain.

In the first place, the Secretary of the Ohio State Board of Agriculture is the statistical agent for Ohio for the U. S. Department of Agriculture. He sends out each month blanks to be filled by unpaid correspondent in the different counties of the state. They fill out the same and send them in from their different localities with fair regularity. Sometimes quite a number of counties—that is, locations in different counties—are missed entirely, and the basis, of course, is made up upon the reports that are sent in. The information is gathered in a manner that cannot be relied upon, for this reason, and a very good one: None of the correspondents are paid for the labor they perform. They receive the blanks, and while some of them, perhaps, make thoro inquiries, the major part of them depend upon what they can hear, and jot it down and send it in accordingly.

As a correspondent of the Ohio State Board of Agriculture and president of that organization, I am speaking from actual knowledge of the State of Ohio. We have a system that I believe is equal, if not superior to many in other states, and I am just as confident that we are in error as often as others.

Besides the system briefly outlined above, the department at Washington has a system of county correspondents thruout the United States that make reports direct to the statistical office at Washington. It also has special agents traveling thru the country during almost the entire year that furnish telegraphic and mail information. In addition to this the Department of Agriculture has a special and distinct corps of crop reporters, who make reports to what are known as section directors in each state. The section director of Ohio is Mr. J. Warren Smith. The department statistician makes up his reports from all of these various sources. It must be distinctly understood, however, that the major part of these reports emanate from unpaid parties, who are designated to gather them. So you will see that the plan I wish to suggest here is to establish a bureau on an exclusively paid basis, and do away with the old rule of asking something for nothing. But the vital question is, how can we better the situation?

I have given this matter a great deal of study and have come to the conclusion that the government of the United States owes the producers, dealers and consumers an accurate report of the situation of farm products in the United States. The question arises how to proceed, and my ideas are these: That a well equipped bureau of information be established at Washington, with a competent statistician at its head, one who will devote his entire time to the gathering of information necessary to make a report that can be implicitly relied upon, with government officials to take one or two counties in every state in the union where it is necessary. Of course it is understood that there are some states in which it is really unnecessary to have a statistician, for the reason that the products of these states, so far as the farms are concerned, are so meager that it would cut no figure as to the general result. But what we need in all the grain producing states—which, of course, means those producing the staple products of farm industry—is a statistician in each and every county, or perhaps in some localities, one statistician could work two or three counties, in which case the expense would be less. These statisticians should be government officials appointed by the Secretary of the U. S. Department of Agriculture, and should be paid yearly salaries. Their duties should be such as to keep them busy from one year's end to the other.

We will admit that this would entail upon the government a large expense, but no one can help admitting that the present means of obtaining statistics of farm products is one that cannot be relied upon. Thousands of dollars are spent annually by private individuals in securing what should be given out to the general public by the government, and by adopting the system that I have herein mentioned there can be no possible doubt as to its accuracy.

The government of the United States has an extensive agricultural department. This department is of the people and for the people. By adopting the system that I have mentioned it can become an enormous benefit to the farmer, the grain dealer and the citizens generally, and we can know every two weeks the situation of the growing crops of this entire country. What a magnificent thing that would be for all of us, to think that we would have a system that would be almost accurate, and information that we could rely upon and act accordingly. Until means of this kind or something similar can be given to the public by the government there can be no reliance whatever placed in any of the reports given out.

I think, as I said above, that the State of Ohio has as good a system as any state in the union, but I must say that it is more lacking in accuracy than it would be if it was an individual's duty in each county, or two or three counties, to devote his entire time to the business of gathering accurate statistics. None can help but admit that parties giving these reports without pay do not have that natural interest that they would have if they were employed by the government for that purpose alone. It is a situation that should be considered carefully, as it is a vital one, not only at the present time, but for the future.

PATENTS GRANTED

Arthur J. Hurd, of Baraboo, Wis., has been granted letters patent, No. 655,236, on a bag holder.

Camille Hautier, of Paris, France, has been granted letters patent, No. 656,020, on a gas engine.

Adelmer M. Bates, of Chicago, Ill., has been granted letters patent, No. 655,322, on a bag filling machine.

Henry A. Adams, of Sandwich, Ill., has been granted letters patent, No. 655,946, on a portable corn sheller.

Louis Witry, of Waterloo, Ia., has been granted letters patent, No. 655,289, on an igniter for explosive engines.

Edward C. Wood, of Somerville, Mass., has been granted letters patent, No. 655,473, on a gas engine.

Ralph P. Felton, of Minneapolis, Minn., has been granted letters patent, No. 655,966 on a weighing and recording scale.

Anthony G. New, of Woking, Eng., has been granted letters patent, No. 656,143, on an incandescent igniter for gas engines.

John A. Brown, of Portland, Ore., has been granted letters patent, No. 655,676 (see cut) on a portable conveyor. Drums at the upper and lower ends of trestle-like frame drive an endless belt conveyor. The frame is in two parts, one movable vertically, the other horizontally, both connected by a universal joint. The belt is tightened by a pulley mounted in the frame, with its bearings resting on shoes sliding in a slot. A chute is attached to the upper end of the frame.

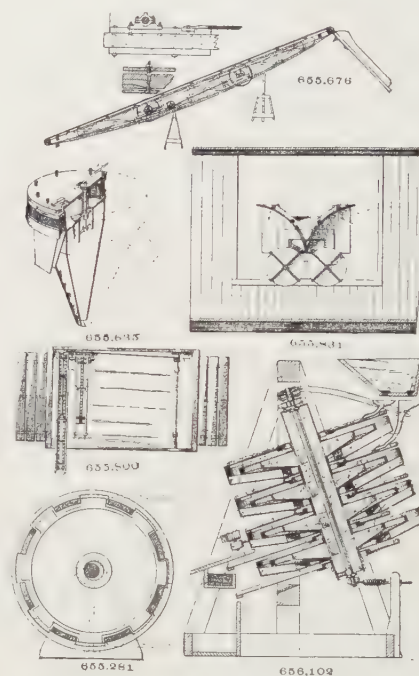
James L. Roberts, of Pontiac, Ill., has been granted letters patent, No. 655,831 (see cut), on a car loader. A pair of oppositely revoluble shovels arranged side by side, have their axes converging toward their outer ends, and receive grain from the elevator loading spout. As the grain is received on the opposing sides of the shovels it is thrown upward, and directed to the ends of the car by the oppositely extending deflectors, which have adjustable extensions.

Oscar Sundt, of Cleveland, O., has been granted letters patent, No. 655,281 (see cut), on a rope transmission device. A drum is provided with a number of independent grooves, in which a cable lies, and is provided with means for transferring a cable wrap from one groove to another. The drum is composed of two drums, the axis of one being out of center compared with the other, thereby

causing the projections in the periphery to protrude as they near one side and to recede from the openings in the other drum as they near the opposite side.

Oluf O. Fjeld, of Mayville, N. D., has been granted letters patent, No. 656,102 (see cut), on a grain separator. The vibrating sieves are circular and mounted on an inclined hollow shaft or sleeve. Over each screen is a flexible apron or cover having a rotary motion. The screens are supplied with grain thru lateral openings in the hollow shaft, which has primary and supplemental elevating pans, provided with radial flights or partitions. This device subjects the grain to a vibratory and rotary movement while subject to the action of centrifugal force.

Orville M. Morse, of Jackson, Mich., has been granted letters patent, No. 655,635 (see cut), on a dust collector. The device comprises a tapering casing, a tangential inlet for the dust laden air, a dust outlet at the small end, an imperforate



top having a central aperture for the purified air, an imperforate head above the top of the dust collector forming a chamber between the two, and brushes extending between the head and top thru which air from the chamber last referred to must pass in its exit, and means for vibrating or shaking such brushes intermittently.

John Rocke, of Meadows, Ill., has been granted letters patent, No. 655,800 (see cut), on a grain dump and elevator. A portable frame having a platform is combined with a pivoted elevator adapted to swing across the frame, a transverse conveyor adapted to swing upward and downward to permit a vehicle to pass beneath it, a short longitudinal conveyor connecting the transverse conveyor with the elevator, and means for raising a vehicle, said means being also connected with the elevator, whereby the latter and the vehicle are adapted to counterbalance each other.

Most of the cottonseed oil produced in America is exported. Europeans consider this oil superior for cooking and have a higher appreciation of it than the Yankees.

THE SUPPLY TRADE

O. W. Russell, who for a number of years was connected with the Link-Belt Machinery Co., is now with the Dodge Mfg. Co., at Mishawaka, Ind.

The Edward P. Allis Co., of Milwaukee, Wis., informs us that on Sept. 1st it will discontinue its office at Butte, Mont., and establish a branch office at Spokane, Wash., 110 Mill street, in charge of H. V. Croll.

Words of Wisdom about Paint is the title of an interesting little booklet recently issued for the man that pays the bill and the man that owns the roof. Copies can be had free on request by writing to the Joseph Dixon Crucible Co., Jersey City, N. J.

E. Lee Heidenreich, who is sole representative for the Monier Constructions in the United States, read an exhaustive article recently before the Western Society of Engineers. The cement grain storage bin recently completed in Minneapolis was built on plan outlined by Mr. Heidenreich.

James Macdonald, president of the Macdonald Engineering Co., has just returned from a flying trip to Liverpool, Manchester, London and Paris. He is not telling all he saw in Paris, but reports that the grain handlers of Great Britain are preparing to adopt modern facilities for handling and storing grain. His company is bidding on large elevators in Great Britain.

The Dickey Mfg. Co., of Racine, Wis., is placing on the market a line of Corn Shellers and Horse Powers, having recently purchased the entire Sheller and Horse Power Manufacturing Department of the late E. H. Pease Mfg. Co. The Racine Sheller has the reputation of being the best of its kind. The company has spent thousands of dollars in putting in special tools and machinery, and in building a three-story addition to its plant, and now is in shape to fill promptly any orders for goods in its line.

The N. P. Bowsher Co., South Bend, Ind., call attention to their well-known line of "Combination" Feed Grinding Mills. These mills have always been kept in the very front rank and they are now largely used by elevators and grain dealers in all parts of the country. They have some improvements on the machines for the season just commencing and would be glad to send their new circular to all interested parties. An unusually early and strong opening of the feed grinding business is predicted for this season.

W. O. Pratt, secretary and treasurer of the Omaha Machine Works, called last week and informed us that the company has opened shops at 606-614 South Tenth street, where every facility will be provided for repairing all kinds of gasoline engines. A small gasoline engine will be made and the well-known Lewis Gasoline Engine will be supplied to elevator men. Mr. Pratt's extensive acquaintance with the grain dealers of the West will insure the new company a good trade from the start, as well as all the gas engine repair trade.

It must be gratifying to the proprietors of the different manufacturing plants who have succeeded in interesting employees in their work and in the general welfare of the company, by semi-annual distributions of prizes for suggestions for the improvement in the methods or the product of the factory. First and foremost in successful achievements in this

line is the National Cash Register. Among other companies which have adopted similar plans for interesting employees are the Witte Iron Works Co., Kansas City, and the Chandler & Taylor Co., of Indianapolis. At the last distribution of prizes for the best suggestions for improvements in methods or product, the Indianapolis firm gave 17 prizes to its employees. The company received 144 suggestions during the first part of the present year; an increase of 44 over the suggestions for the same period of 1899. It was an average of one suggestion for every two persons employed. Prizes were given for valuable suggestions whether acted upon or not, and some prizes were given to men who had left the company before distribution of prizes. At noon of the last day of the period the employees were assembled in the shop and addressed by Mr. W. M. Taylor. Colored men from the foundry favored the audience with songs, and after the distribution of the prizes cigars were distributed at the expense of the

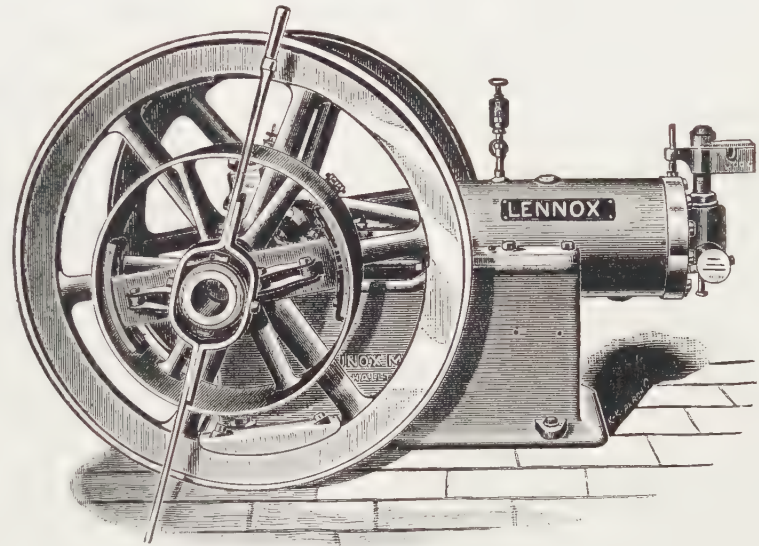
THE LENNOX GASOLINE ENGINE.

If one were to name some of the uses to which gasoline engines are adapted, he would have to go through the whole category, and would find wherever power is needed the gasoline engine could be used.

The gasoline engine furnishes an ideal power for many purposes and operating grain elevators is no exception. For it is not necessary to start until the grain comes in, and in dull seasons can be shut down until the next load arrives or the dump sink is full.

The accompanying cut shows the Lennox Gasoline Engine, which is made by the Lennox Machine Co., of Marshalltown, Iowa. This engine is built to withstand the most severe service. It is simple in construction, there being but few parts. All wearing parts are adjusted, thus providing for taking up any lost motion due to long service.

While the engine is running with a light load, the exhaust valve is held open



Lennox Gasoline Engine.

company to all. The first prize of \$20 was for the suggestion that a single chain hoist is better than the double chain hoist. The second prize of \$15 was given for the suggestion that punch blocks be provided so that crow-feet could be cut quickly and accurately. The third prize was for the suggestion that company spend \$2.50 for the riddle machine for the foundry. The five fourth prizes were of \$5 each. One of these was for a suggestion which enabled the company to place four incandescent lights in the foundry, so as to give better light for workmen than the six lights installed. Four prizes of \$2.50 each were given and five prizes of \$1 each. The company has profited by offering prizes for suggestions in three ways. It has profited directly by better methods and product, induced the employees to take a more active interest in their work, and established more friendly relations between employer and employee.

Buckwheat amounting to 418,045 bushels was exported during the eleven months ending June 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 1,533,000 and 1,370,000 bushels during the corresponding periods of 1898-9 and 1897-8.

and no compression takes place in the cylinder. This is a desirable feature, as the working parts are thus relieved of all heavy strain.

This engine is equipped with either the hot tube or electric spark igniter. When coal gas is used, the engine consumes about 16 cubic feet of gas per hour, per actual horse power and with gasoline about one-tenth of a gallon per actual horse power.

All the working mechanism of this engine is on the outside and accessible, so it is easily oiled and cleaned.

This engine is equipped with a friction clutch pulley which enables the operator to start the engine without a load, and as soon as full speed is attained the lever can be thrown in and the machinery started gradually. The accompanying cut shows the lever on the outside of the fly-wheel, but the latest models have the lever inside the fly-wheel, where it offers no obstruction whatever to the working of the belt.

An Iowa farmer has found hay 50 years old and in a perfect state of preservation. Next.

The Argentine visible supply of wheat is about 2,000,000 bushels; compared with about 8,000,000 bushels a year ago.

SEEDS.

C. C. Morse, the seed grower of San Jose, Cal., who died recently, left an estate of \$80,000.

Charles A. Heath, of the Albert Dickinson Co., Chicago, has returned from his European tour.

The Kansas Board of Agriculture gives the condition of clover as 88; timothy, 83; alfalfa, 84; and millet, 68.

The Milwaukee Chamber of Commerce has voted that 30,000 pounds shall constitute a carload of clover, millet and Hungarian seed.

Seed exports for the fiscal year ending July 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, included 32,079,000 pounds of clover seed, 15,078,000 pounds of timothy seed, 2,743,000 bushels of flaxseed and 49,855,000 pounds of cottonseed; compared with 19,980,000 pounds of clover seed, 16,149,000 pounds of timothy seed, 2,830,000 bushels of flaxseed and 34,443,000 pounds of cottonseed, for the preceding fiscal year.

The August reports to the Department of Agriculture as to the production of clover hay are on the whole unfavorable, the percentages in the principal states, as compared with a full crop, being as follows: New York, 47; Pennsylvania, 58; Kentucky, 75; Michigan, 90; Indiana, 64; Illinois, 66; Wisconsin, 42; Ohio, 55; and Iowa 78. In point of quality the crop compares unfavorably with that of last year, as also with the ten year averages in all but some two or three of the principal clover producing states.

The Chicago correspondent of the Oil, Paint and Drug Reporter made the following estimate of the flaxseed crop on Aug. 15: North Dakota, 1,500,000 acres and 12,000,000 bushels; Minnesota, 600,000 acres and 6,000,000 bushels; South Dakota, 450,000 acres and 4,050,000 bushels; Iowa, 225,000 acres and 2,250,000 bushels; Kansas, 200,000 acres and 2,200,000 bushels; Missouri 75,000 acres and 750,000 bushels; Wisconsin, 30,000 acres and 300,000 bushels; Nebraska, 20,000 acres and 200,000 bushels; total, 3,100,000 acres and 27,750,000 bushels. A large crop is assured; the only danger is early frost.

Clover has done well in Michigan this year, states the Michigan crop report. Farmers are beginning to feel that they can grow the crop again. According to reports, the yield of clover this year exceeded that of timothy all through the state. If such methods are adopted as will tend to keep out the insects, it is possible that we may have at least a fair crop each year in this state. The condition of clover as compared with an average is, in the southern counties 94, in the central counties 96, in the northern counties 89, and for the state 94.

Description of foreign seeds may help some of our readers who have not handled very much clover. Buckhorn is plentiful; more so in some localities than in others. It is a brown, shiny seed shaped something like a kernel of wheat or an Indian canoe. Dock seed is a brown seed of triangular shape. Pigeon grass looks like timothy seed. Smart weed is a black shiny seed, flat shaped. Iron weed is also black but round and small. Rag weed is also plentiful, but we really cannot describe it, neither can we describe fox tail. Plantain resembles buckhorn only it is flat and black. Brown seed is clover that has been damaged in some way.—J. F. Zahm & Co.

Indiana statistics on clover seed are almost impossible to get. Bureau of statistics have no regular reports. The 1897 crop there was a phenomenal one. It was estimated at 810,000 bushels. The 1894 crop was 351,000 bushels, and the 1895 crop 341,000 bushels. They have no report on the 1898 or 1899 crops. Missouri State Board of Agriculture has no estimate of the clover seed crop in recent years. Secretary Rippey says the average changes so frequently and so radically that they cannot report acreage, except every ten years. The acreage cut for seed is very variable and it is almost impossible to give an estimate. Wisconsin yield of clover seed the past few years has varied from 125,000 to 160,000 bushels, until 1898. Since then it has been only 50,000 to 60,000 bushels, account of serious winter killing.—C. A. King & Co.

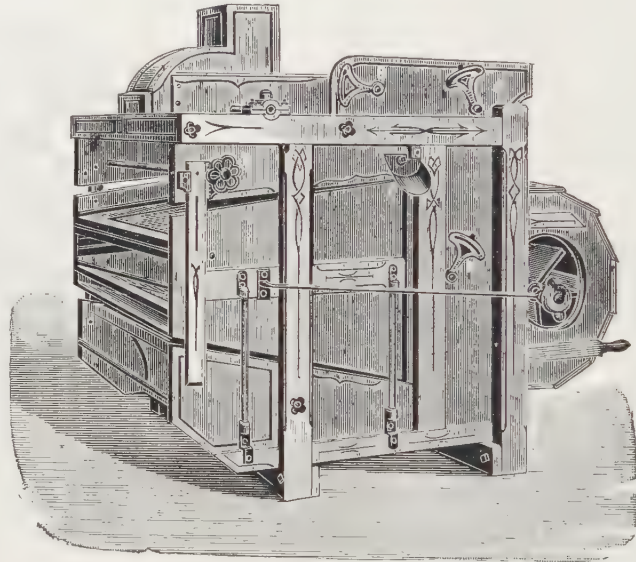
Keep old clover separate from the new. Chances are the farmer will mix it if he has any old, and if it is not of a bright color you had better buy it a little less

DUSTLESS OVERBLAST SUCTION SEPARATOR.

The Dickey Mfg. Co., located at Racine, Wis., succeeded to the business of the late A. P. Dickey Mfg. Co., in September last, and while the ownership and management is entirely changed, the new company will continue to manufacture the better lines formerly made by the old company, and particularly grain cleaners.

The cut shown in connection with this article represents their most popular cleaner, the Dustless Overblast Suction Separator. As a general cleaner this machine has gained an enviable reputation in the six or seven years it has been on the market. The manufacturers claim for it that it is low in height, hence easily spouted to; that it is dustless, that the suction can be perfectly controlled, and that it is compact and durable.

When equipped with their special flax attachment, this separator is said to do very fine work in cleaning flax, and is also adapted for use on timothy, clover, etc.



Dustless Overblast Suction Separator.

than you are paying for new; 1900 seed, both prime and good lots of No. 2 are bringing more than seed from the crop of '99. Always keep your poor seed separate from the good. It always pays to clean seed. Use good bags. Never use a cheap bag because it might burst. Sew the ends carefully and stencil your initials on the end where the bag is sewed. By stenciling all the bags it prevents mix-ups, helps the inspectors, and does not decrease the value of the bags. Some shippers paint their names all over the bags, but generally pay for it, as bags all marked up do not bring full value.—J. F. Zahm & Co.

J. F. Zahm & Co. advise grain shippers to examine all cars very carefully before loading. In making grain doors use dry, thick lumber, and when the railroad company furnishes doors examine them carefully. When possible stop all leaks from the inside of the car; not on the outside, as the weight of the grain will hold the cleat or patch over the opening. See that the grain cannot get between the lining and the side of the car. When you load heavy loads double your grain doors and have them as high as the grain in the ends of the cars so that it will not run over the top.

COMBUSTION OF HAY.

The information collected on the spontaneous combustion of hay and prepared by Director Smith, of the Columbus, O., United States weather bureau, will attract considerable attention from dealers who store large quantities of hay. Mr. Smith adds to his information on the subject much technical knowledge of the action of air and moisture. He says:

"There were several reports of fire in Ohio last year, which were thot to be caused by the spontaneous combustion of hay, and while some may have been from other causes, it is nevertheless true that when hay is stored under certain conditions, fermentation takes place which may produce heat sufficient for active combustion. Hay that is moist when put in will ferment, i. e., some of the organic matter of the hay is oxidized by the oxygen of the air.

"Fermentation produces carbon dioxide and water, and raises the temperature. The water further moistens the material, and as the temperature rises fermentation goes on more rapidly. Theoretically the temperature may rise to 374 degrees F., while careful tests show that clover hay will become ignited at between 300 and 400 degrees.

"In some instances a peculiar odor has been noticed about the barn, something like that of burning grain or of soot, and in extreme cases a smoke sufficient to be irritating to the eyes. Any one noticing these conditions should at once begin an investigation; exclude all drafts and examine the mows carefully."

THE RELATION OF SEABOARD BUYER TO COUNTRY SHIPPER.

Paper by C. P. Blackburn, of Baltimore, Read at Meeting of Ohio Association.

There are some country shippers of whom we would not like to say what we think; and no doubt there are unfortunately some buyers whose actions have not created a favorable opinion among the shippers. Fortunately, however, the fact remains true that most people are honest, and, therefore leaving out of our consideration the small percentage of dealers at either end of the line who do not try to do right, and there are very few reasons left why dealings should not always result satisfactorily, and why the most cordial relations should not be maintained between shippers and buyers.

The relation of buyer and seller is, it seems to me, one of mutual dependence, and, therefore, to maintain the very best relations between us is an object worthy of our best efforts at all times. The shipper must in some manner dispose of his goods, and the buyer, who has at great labor and expense established a business, either local or foreign, from which he secures his income, is dependent upon his purchases to keep that business going.

Now, it seems to me, a self-evident proposition that in order to secure and retain preference with shippers any buyer must of necessity be not only fair, but liberal with each shipper who deals with him.

On the other hand, when we consider what a big country this is, it is equally clear that shippers must also act fairly and liberally, or they will be let alone by the better class of buyers, and be compelled to make less favorable arrangements than they might otherwise enjoy.

But enuf of generalities. Let us consider a few practical questions, beginning with some of the causes which tend to make the relation of shipper to buyer less satisfactory than it should be. No doubt one of the first questions of this kind which will occur to many shippers is that of inspection. On this question there have probably been more differences of opinion than on almost any other between buyer and seller. In times past, certain markets have in effect maintained a high standard for inspections, and a much lower one for outward shipments. This is reprehensible, and we cannot do otherwise than condemn it. In some markets heretofore, including, of course, Baltimore, and in nearly all markets now, the determination and constant practice is to grade justly, and to give such satisfaction on this point as will please all reasonable shippers.

In trying a new market a shipper will sometimes be dissatisfied and quit; whereas a little inquiry and study as to the requirements of that market will often make him money, notwithstanding an unfavorable result from a first shipment. A thorough knowledge on the part of shippers, of the methods of inspection and the requirements of each market are very desirable to avoid misunderstandings. It may seem useless to most of you for me to go into details, but if any are unfamiliar with these methods in our well organized markets, perhaps the rest of you will pardon our giving a moment to their consideration.

In brief a Chamber of Commerce or other large organization appoints a committee on each kind of grain, on hay and straw, and on clover seed. These committees establish standards for their chief inspector and his assistants to be governed by, and it is the business of the chief to keep the inspections of all of the assistants at the various stations and elevators alike and even. These inspectors are chosen with special care to obtain the services of men whose moral character is above reproach. Their inspection of incoming cars, is, a large part of it, done each day before the buyers arrive at their offices and while they are reading their mail. The off-grade lots are sampled and immediately reported to the receivers, on change. If there is the slightest chance to work in any of these cars on contract grade, the chief inspector, or in some cases even the committee, is appealed to, and in this way you can readily see that an unjust or mistaken decision cannot stand.

Right here I want to refer to the claim made by some commission men that they attend more closely than the direct buyers do to the grading. Buyers have no controversy with commission men as such, for it is much easier and less troublesome to buy from a commission man than from a country shipper, but when false statements are made it is only fair to deny them, and statements have been made that buyers let off-

grades go without effort to raise them, and even that they plead with inspectors to degrade lots already passed as contract quality. It seems to me that the full answer to such assertions is involved in the question, "Are all buyers both fools and knaves?" A buyer who would make an unreasonable demand of an inspector would stand chance of being reported for discipline. Nor does any buyer, even if he be actuated by most selfish motives, care to run any risk of losing the shipper whose business he has gained by careful effort, for the sake of getting an off-grade lot, similar to what he could no doubt buy in the open market.

Another irritating factor as between shipper and buyer is the tricky or dishonest dealer. For the elimination of such, this association was in part formed. Let us all strive to rule out of business any individual or firm whose methods are not above reproach.

With distributors and exporters in the larger markets there is another practice on the part of country shippers which sometimes tends to mar the cordial relations which should exist, and that is the sending of option orders for execution by those whose business is buying and storage.

I once heard a long-established and successful merchant make a remark in which there is a good deal of truth. He said, "In the course of my business I have had a great deal of option commission business, but have never solicited it, for if a shipper makes a deal and makes money, he pats himself on the back and calls himself a smart fellow, but if he loses money you're a blamed rascal, and that settles it, then very often you lose his regular business."

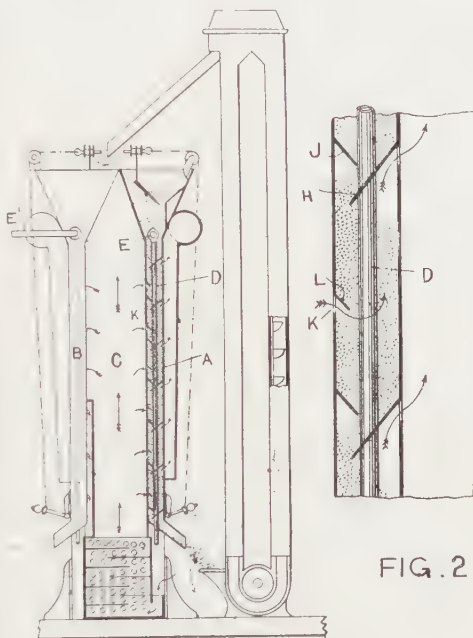


FIG. 1

A Novel Grain Drier.

Of course there are many shippers who take option deals with a full understanding of the risks and who stand up like men to whatever the results may be, but so often when losses are made some expression of opinion on the part of the firm in the large city is referred to in the mind of the shipper and the regular business may be more or less interferred with by his disappointment. Almost everywhere are those whose business is exclusively "Option Commission"; is it not better to intrust all such deals to them?

Almost as far back in history as we have record of commerce being carried on in great volume, we have also the records of large and influential organizations of merchants in the various cities of the world, organizations formed for the purpose of mutual benefit and for closer and more profitable business relations. Who is there to say other than that these associations have accomplished in great part their object, and are now well fulfilling their mission?

Notwithstanding this success, it is only in recent years, according to the writer's information, that attempts have first been made in a similar direction by the merchants of the interior. It seems to me that both shippers and buyers have very much to hope for from organizations like the Ohio Grain Dealers' Association. Let all do all in our power to achieve the best possible results, and to rule out of the

relation of buyer and seller all unpleasantness and cause for dissatisfaction; for life is too short to worry, and the opportunities for a happy life are too good to be jeopardized by lack of effort to attain them. Very much of practical results have been and can be attained by united effort.

This association and others with similar aims should be perfected, and well supported, so that all abuses and also plans for betterment in methods of business may be carefully attended to.

It seems to me that a system of regular or frequent correspondence between associations such as this and the Exchanges in terminal markets might do good. But, after all, the relation between buyer and seller is very largely under individual control and responsibility. Let each of us do right, and manage his business with energy and good judgment and the country will be safe.

A NOVEL GRAIN DRIER.

One of the important machines in the modern grain handling plant is a drier. It has been demonstrated by actual use that grain is conditioned and dried, the grade raised and a better price secured by the use of a drier.

During the last season some of the elevators, which are equipped with driers, have made enormous sums of money by buying salvage grain at practically their own price, drying it and selling it at a good figure.

A new grain drier has recently been invented by Charles Mallinson, of Liverpool, England, and letters patent taken out in this country. As will be seen by the accompanying cut this drier consists of two vertical casings or trunks about eighteen feet high and eighteen inches apart, down which the grain to be dried falls by gravity in thin streams or layers.

Within each trunk is a parallel row of centrally placed steam or hot water pipes. The pipes are arranged in such a manner that the descending stream of grain is brot into close contact with their heated surfaces.

Between the two vertical trunks is a space which is utilized as a hot air chamber. Air is heated by being forced thru steam coils placed at the bottom of the air chamber. The hot air in order to gain an outlet must pass thru the trunks containing the grain. It is claimed that the grain, as it passes thru the trunks comes in contact with the steam pipes, heating of the berry and causing the moisture to come to the surface, and the hot air in passing thru the trunk removes it.

In the trunks are arranged a series of deflecting plates, which are designed to check the wheat in its fall and turn it over thoroly subdividing or breaking the stream as it descends. Under these plates are the openings which permit the hot air to enter the trunks and permeate the grain. The openings on the opposite side from the hot air chamber are the outlets for the moisture laden air.

The elevator in connection with the drier is for re-spouting the grain to the opposite trunk where it is again thoroly turned over and is finally delivered dried and cooled.

Breadstuffs comprising 50,435,000 bushels of wheat, 109,291,000 bushels of corn, 16,364,000 bushels of oats, 1,247,000 bushels of rye, and 8,120,000 bushels of barley were exported during the seven months ending August 1, as reported by O. P. Austin, chief of the Bureau of Statistics; compared with 60,545,000 bushels of wheat, 107,310,000 bushels of corn, 17,590,000 bushels of oats, 3,811,000 bushels of rye, and 2,294,000 bushels of barley, for the corresponding months of 1899. The total value of all breadstuffs exported during the seven months was \$133,655,000; against \$142,063,000 for the corresponding months of last year.

GRAIN TRADE NEWS.

CANADA.

The oats and wheat crops of Ontario are better than for several years.

The Great Northern Railway of Canada is rapidly approaching completion.

Duncan G. McBean, a pioneer grain dealer of Winnipeg, Man., died recently of Bright's disease.

The Northern Elevator at Treherne, Man., was burned Aug. 17, with 2,500 bushels of wheat.

The Northern Pacific is laying track on the Lake Manitoba extension and on the Hartney extension.

H. D. Metcalfe, grain exporter of Montreal, Que., has returned from a trip to the Paris Exposition and Great Britain.

The Connors Syndicate has been unable, it is said, to finance its undertaking for the construction of elevators at Montreal.

Of 226 cars of grain inspected at Winnipeg during the week ending Aug. 11, 174 graded No. 1 hard, and 18 No. 2 hard, wheat.

The Canadian Northern Railway will be completed this fall to a point 145 miles west from Port Arthur. Next year 142 miles of road will be built to connect with Winnipeg.

Grain exporters at Montreal have requested the Montreal Elevating Co. to screen the grain before weighing so that they may calculate the exact amount of grain shipped by the percentage of loss in screening.

The poor crop in Manitoba has not stopped elevator building in that province. New elevators have been or will be erected at Melbourne, Treherne, Rathwell, McTavish, Elm Creek, Carievale, Pierson, Crandell, Poplar Point, Rosser, Indian Head, Craven and Pilot Butte.

The Algoma Central Railway has absorbed the old Hudson Bay & Sault Ste. Marie Railway Co., and will build the 250 miles of road for which the latter had charter privileges, to Moose Factory on Hudson Bay. Work will begin as soon as the main line of the Algoma Central is completed to Missanabie.

Manitoba can stand that the truth be told about its crops. A partial crop failure in twenty years will discourage no one. Everybody admits that this is an exceptional year, the dryest experienced since the province was settled. Of the 36,000 farmers in the province today about one-third have money banked or last year's wheat in granary or elevators. Government crop report.

CHICAGO.

Memberships sell at \$2,200.

The word "new" in the grading of oats was discontinued Aug. 15.

Grain cargo insurance rates will be advanced Sept. 1 ten cents.

Lake rates on corn from Chicago to Lake Erie have declined to 1¼ cents.

Milwaukee grain dealers are not friendly to Chicago in the bucket-shop fight.

The stockyards slip of the South Branch is to be dredged for a half mile.

The Board of Trade will be closed August 28, and September 3, Labor Day.

The late Augustine C. Buell, of the Chicago Board of Trade, left an estate of \$110,000.

The speculative trade in wheat this week has recovered considerably from the dullness which ruled a few weeks ago.

Henry J. O'Neill, the barley king, has filed a petition in bankruptcy, asking to be relieved of debts aggregating \$442,491.

The poor grading of new white oats on account of the wet weather has tended to cut down the speculative trade in the new contract grade.

E. A. Wirsching & Co., bucket-shop operators, have obtained an injunction restraining the police from interfering with their so-called "business."

The Chicago Railway Terminal Elevator Co. is preparing to retire its entire bond issue. The company offers at present to take up \$175,000 of the 6s at 106.

President William S. Warren, of the Board of Trade, has issued a lengthy letter to all the commercial exchanges of the country explaining the status of the quotation question.

Prompt action by grain inspectors at South Chicago Aug. 10 stopped the loading of a lot of bad oats into the steamer Denver. When the first draft came into the hold the inspectors called a halt.

James Patten and sixty others presented a petition to the directors asking the revocation of the new rule limiting trading in futures thru the clearing house to 60 days. The request was denied.

The Board of Trade has brot suit in the United States District Court at Milwaukee, Wis., against several bucket-shops for an injunction restraining the use of its quotations for gambling purposes.

S. H. Stevens, flaxseed inspector of the Chicago Board of Trade, states that the shipments from Chicago have broken all records. No seed of contract grade is in store. As fast as received the seed is shipped out.

At a recent meeting of the Cincinnati Chamber of Commerce the members voted down a resolution of sympathy with the Chicago Board of Trade in its lone battle with the bucket-shops, and adopted one authorizing the directors to discontinue the Chicago quotations.

A. Rheinstrom, who made several trips into the country recently, reports that altho the quality of this year's barley is below the average for the last few years, there will be more malting barley than last year. All is badly stained, in fact there is comparatively no bright barley.

President Warren, of the Board of Trade, says: I believe that the members of the Board should be consulted in regard to the nomination of every employee of the Grain Inspectors' and the State Registrar's office. I think that the railroad and warehouse commission also should be selected from men satisfactory to the members of the Board of Trade.

The city officials have at last seen the difference between betting on the trend of the market as falsely reported in bucket-shop and legitimate speculation in wheat. Gambling on the turn of a card, a shell or a die, has been vigorous-

ly dealt with, but the bucket-shops have been permitted to run at pleasure and fleece their patrons in any way desired.

Seth Catlin, who has been connected with the Grain Inspection Department of New York City for the last twenty years, has opened an office in Chicago, and will act as agent for buyers and exporters in forwarding and superintending the loading of grain. He is a Chicago man, being the son of Seth Catlin, who was secretary of the Board of Trade 1859 to 1862.

The National Telegraph News Company, with a capital of \$150,000, has been incorporated to run the two "broad-tape tickers" which were consolidated Aug. 1. The officers are, W. R. Stewart, Jr., president; L. M. Martin, vice-president; F. E. Crawford, secretary-treasurer. The company operates 500 to 600 tickers at Chicago and Milwaukee, and is allied with the Board in the bucket-shop fight.

The committee of five to form an exchange telegraph company consists of A. O. Slaughter, John R. Walsh, J. F. Harris, Charles Counselman and P. A. Valencine. The cost is estimated at \$5,000,000. The work is proceeding slowly on account of the unfriendly attitude of a few of the outside exchanges. If the courts decide that the Board can control its own quotations the necessary capital will be quickly subscribed.

The National Hay Association at its recent annual meeting at Baltimore resolved that: The National Hay Association hereby declares its sympathy with the Board of Trade of Chicago and its officers who are conducting a great contest against bucket-shops, and we pledge ourselves to lend them every moral and material support in our power, to the end that the standard of commercial honor may be raised, and that our great commercial markets may be purged of every dealer who uses or contemplates the use of unlawful methods of dealing.

New members of the Board of Trade, recently elected, are: Arthur B. Jaquith, of the Peavey Co., Omaha; Samuel P. Arnot, of the Updike Co.; Adolph J. Lichstern, Chicago; A. Mennel, Toledo; E. C. Wall, Milwaukee; Frederick J. Reynolds, Toledo; Harry L. Terry, representing George B. Hopkins & Co., Chicago; and Guy G. Major, president American Linseed Oil Co., New York. Mr. Lichstern has been the successful proprietor of the biggest so-called bucket-shop in the West, but recently decided to do a strictly commission business, and the directors have welcomed him as a convert to the Board of Trade methods of doing business. His sponsors are John R. Walsh and Charles A. Weare.

William Nash, of Nash, Wright & Co., grain commission merchants, has requested the directors of the Board of Trade to investigate the charges which have been circulated by G. Roy Bullen, a man formerly in his employ. The discharged employe alleges that purchases of corn for the Silver Flake Cereal Co. were overcharged ⅛ to ½ cent a bushel. Mr. Nash says: "I was buying corn right along for the company. Sometimes I would buy a number of cars and would then get a telephone message from Mr. Sheppard not to buy any that day. I would hold the corn and when he would order some again a day or two later, would bill it to him at the market price on that day, whether higher or lower than the price at which I bought. 'Bullen stole our trading cards, tore all the car numbers out of the car book and a number of pages out of one letter book.'" Di-

rectors Adams, Gregson and Buckley have been appointed to investigate, and Mr. Bullen has left town.

ILLINOIS.

William McCaleb is out of the grain business at Naples, Ill.

Harris & Welsch have succeeded Kremer & Harris at Arcola, Ill.

Merritt Bros. have succeeded the Pope & Eckhardt Co. at Dwight, Ill.

Hill & Crow have succeeded J. M. Current, grain dealer at Fairmount, Ill.

J. & F. J. Rapp have leased the elevator at San Jose, Ill., of J. L. Eyrse.

F. D. Voris, of Neoga, Ill., says the hay crop in his district will be short.

G. W. Hay has succeeded Hay & Stackhouse, grain dealers at Milmine, Ill.

R. J. Riley has succeeded to the grain business of J. S. Francis at Forrest, Ill.

E. R. Ulrich & Sons, of Springfield, have succeeded Wood & Co. at Normal, Ill.

D. C. Dunn has succeeded Walker, Baulware & Co., grain dealers at Osman, Ill.

Collins & Co. have succeeded Archer, Collins & Co., grain dealers at Garrett, Ill.

Masters & Fuller have succeeded to the grain business of S. D. Moore at Fidelity, Ill.

B. S. Tyler & Co., of Decatur, Ill., have succeeded W. C. Cole, grain dealer at Carmargo, Ill.

B. S. Tyler & Co. have succeeded Lichtenberger & Veech, grain dealers at Sangamon, Ill.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The elevator at West Ridge, Ill., has been purchased by Wash Thornsbrue and Frank Heaton.

Harry F. Vincent, Odell, Ill.: Your Journal is a source of interesting and valuable information.

H. C. Peek, of Oregon, Ill., has equipped his elevator with a new dump, operated by a windlass.

E. G. Knight & Son's new 50,000-bushel elevator at Monticello, Ill., has been placed in operation.

Mr. Britt has bot the interest of Clarence Darnell in the grain and lumber business at Armington, Ill.

M. N. Fleming, of Decatur, states that Bruns & Stahl have bot elevator of Hargreaves Bros., at Ritchie, Ill.

B. Frank Bader, who recently bot the elevator at Vermont, Ill., will remove his family to that place from Astoria.

The Macdonald Engineering Co. has just completed a 100,000-bushel elevator for S. W. Allerton at Allerton, Ill.

John B. Clark has sold his elevator at Mazon, Ill., and will engage in the grain commission business in Chicago.

Robert Parkinson, grain dealer of Mt. Carmel, Ill., has recently purchased 500 acres of rich farm land for \$20,000.

The turn of the weather on Aug. 11 and 12 caused free selling of corn by Illinois farmers on the following Monday.

F. W. Stine, Gilman, Ill., Aug. 16: Corn in fine shape. Too much rain for oats in the shock, are becoming damaged.

B. Ludeman, Eureka, Ill.: Please discontinue my advertisement in the Journal, as I have received quite a number of replies.

Dexter Baber, of Dudley, Ill., writes that he has just added a No. 2 Foss Feed Grinder, and erected a 20,000-bushel addition for storage.

R. M. Link has bot the Edgar County Mill and Elevator at Paris, Ill., and is having the plant remodeled by the Barnard & Leas Mfg. Co.

Mr. Somers will continue in charge of the elevator at Davis Junction, Ill., which has been purchased by the Neola Elevator Co., of Chicago.

Mr. Auman has purchased the interest of his partner in the grain business of Bokhof & Auman at Dakota, Ill., and will operate the elevator alone.

C. F. Austin, of Gardner, Ill., called last week and reported about one-half the oats still in shock, but none damaged by rains as yet. Corn prospects very good.

The Churchill-White Grain Co., of Chicago, will build two elevators near Ladd and Seatonville, Ill., and one in addition to the two already completed in Putnam County.

M. N. Fleming, of C. A. Burks & Co., Decatur, Ill., was in Chicago this week and reported corn doing well, oats badly stained and damp between Decatur and Chicago.

A. L. Horner, of Gillum, Ill., has not bot the elevator at Kumler, as stated in this column. He has simply taken charge of the interests at that place for Bateman & Noble Bros., of Foolsland, Ill.

Harry F. Vincent, with C. A. Vincent, Odell, Ill., writes: We are just finishing some extensive improvements in our oats elevators, and will soon be able to elevate and load grain faster than we can dump it.

The Cleveland Grain Co. will build a 350,000-bushel storage elevator at Sheldon, Ill., the largest on the Big Four between Chicago and Indianapolis. The house will be 48x112 feet, 80 feet high and will cost \$35,000.

A wind and rainstorm at Oakland, Ill., Aug. 16, badly damaged the broom corn crop, which was about ready to cut. Many fields were laid bare and it will be impossible to cut the brush. The damage is estimated at \$500,000.

An Illinois correspondent asks a question in our "Asked and Answered" column this number which will give the large primary markets of the state an opportunity to make themselves known. Let us know what is the largest market.

Government crop report, Aug. 21: Illinois—Dry in southern district, where crops generally have suffered, while good rains in northern districts revived vegetation; threshing delayed; oats injured by rain; plowing resumed north; corn improved in northern and central district; big yield promised injured by dry weather in south portion; broom corn and stock pea harvest begun.

Fire was discovered one night recently in the elevator of E. J. Jeffress at Edwardsville, Ill. Entering the building with water-buckets in hand Mr. Jeffress, his son Ned, and a neighbor, fought the blaze in the dust room. After extinguishing the flames they removed the heated mass of dust. They had left the accumulation from the day's run in the dust room instead of removing it as usual, and spontaneous combustion did the rest. The moral taught by this occurrence is not to permit any accumulation of dust in any part of a grain elevator.

Summary of reports to Illinois state board of agriculture, issued Aug. 13: Altho the damage done to winter wheat by the Hessian fly was very great, the outcome of the harvested crop was better than was anticipated. Twenty-three per cent of the area seeded was destroyed, much the larger portion being in central

Illinois. In northern Illinois the average yield per acre was sixteen bushels on the area harvested, but in both of the other sections of the state it was thirteen bushels, about the normal yield. The total winter-wheat crop of the state amounted to 20,877,000 bushels, the largest crop since 1896. If the spring-wheat crop of 1,329,000 bushels be added to that of winter wheat it is found that the entire wheat crop of the state amounts to 22,007,000 bushels. The corn area this year amounts to 8,051,000 acres, an increase of 1,110,000 over 1899.

INDIANA.

Madison County dealers will profit by getting together.

L. L. Cook has taken charge of the elevator purchased of Myerly & Son at Hobbs, Ind.

Isaac R. Kennard, of Moran, Ind., writes that he is improving his elevator and will put in new machinery.

Luther Stoler has bot the half interest of the D. C. Yoder estate in the grain elevator at Topeka, Ind., for \$1,500.

J. A. Williams will remove from Indianapolis to Middletown, Ind., to assist his father-in-law, J. P. Shoemaker, in the grain business.

Sam Finney, of West Lebanon, Ind., now operates three elevators on the Wabash Railroad at West Lebanon, Marshfield and State Line.

J. C. Freeman writes us that the company which he represents at Hillsboro, Ind., the Cleveland Grain Co., is erecting a 40,000-bushel elevator at that point.

A. H. Richner, of Crawfordsville, Ind., informs us that Crabbs & Reynolds, of that place, will build storage house for ear corn at Cherry Grove, work to begin Sept. 1.

J. C. Freeman, Hillsboro, Ind., Aug. 15: Late rains will mature late corn; prospects fine. Parties having seed wheat for sale could dispose of it to farmers around Hillsboro.

W. B. Cooley, of Hartford City, was elected County Chairman by the regular grain dealers of Blackford County, who are members of the Eastern Indiana Division of the Grain Dealers' National Association.

Charles Holsinger & Co., of Kendallville, Ind., are building a new elevator. It will have a capacity of 10,000 bushels and be operated by a gasoline engine. A corn sheller and clipper will be included in the equipment.

Government crop report, Aug. 21: Indiana—Warm and local rains every day; corn maturing rapidly, damaged in many localities by storms; a good tobacco crop is being cut; yield of clover seed fair; oat threshing almost ended, yield good; good potato crop being dug; fall plowing progresses.

Off grades wheat are selling lower. Especially is that very poor wheat from Indiana and some parts of Illinois. Its wheat that is badly shrunken, bleached and tests 45 and 50 lbs., or is full of dead berries, very damp or very smutty. This very poor wheat sells 50 to 60 cents. That containing about half rye also sells 50 to 60 cents. Better low grades sell 60 to 70 cents. Shippers therefore want to buy this poor wheat low.—J. F. Zahm & Co.

Joseph F. Gent, vice-president of the Cereal Mfg. Co., of Indianapolis, Ind., says: St. Louis ships grain thru Indianapolis to the seaboard for export purposes cheaper than Indianapolis merchants can ship to the seaboard for the

same purpose. This condition has been the subject of several complaints addressed by the Indianapolis Board of Trade to the railroad officials, but the officials have not even given enough heed to the matter to reply. The shippers of the city are in the position where, if they want to have freight conditions placed on an equitable basis with conditions in other cities, they must combine and make the fight themselves.

IOWA.

E. W. Sheldon & Co. are building an elevator at McPaul, Ia.

Chas. Counselman & Co. are building an elevator at Palmer, Ia.

King & Smith, of Aurora, Ia., have completed their new elevator.

Dawson & Hahn have completed a new 25,000-bushel elevator at Mallard, Ia.

The Collins Grain Co., of Collins, Ia., has placed its new elevator in operation.

Dan Fesler has bot the old and idle elevator at Riverside, Ia., and will buy grain.

P. M. Howard, of Swea City, has bot the grain business of Meserole & Arvidson at Harcourt.

G. C. Fanton is the only regular dealer at Belle Plaine, Ia., and has an elevator about completed.

The St. Paul & Kansas City Grain Co. will build an elevator at New Hampton, Ia., within a year.

W. R. Campbell is a scoop shovel dealer at Goldfield, Ia. The regular dealer there is J. R. Griffin.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Counselman & Co. have completed their elevator at Somers, Ia. Mr. Hanson is the agent in charge.

The D. Rothschild Grain Co., of Davenport, Ia., has increased its capital stock from \$50,000 to \$100,000.

Barnard Bros., of Sloan, Ia., have bot the elevator at River Sioux, Ia., and are now buying grain at that point.

At Hancock, Ia., the Des Moines Elevator Co. has scoop shovel competition in the person of H. H. Rounds.

J. H. Spinharney, of Yetter, Ia., informs us that he has built two elevators, one at Yetter and one at Knierim.

The Nye & Schneider Co., Mason City, Ia., has placed a Hall Grain Distributor in the new elevator at Zaneta, Ia.

The Transmississippi Grain Co. has reopened its elevator at Schleswig, Ia., with M. B. Peterson as manager.

The Sidnam Grain Co., of Minneapolis, Minn., is improving its warehouse at Aurora, Ia., with a dump and a power elevator.

Ed. Brooks, of Rowan, Ia., has purchased an interest in the grain business at Cornelia, to which place he will remove.

J. E. Jackson is attempting to conduct a scoop shovel business at Ortonville, Ia., in opposition to Pease Bros., the regular dealers.

G. E. Conway, formerly manager for C. F. Austin & Co., at Vincent, Ia., was in Chicago last week looking for a new location.

E. C. Kayton, manager for Geo. F. Salyers, Strahan, Ia., Aug. 17: Prospects good for corn crop. Old corn about all shipped out.

E. D. Hamlin, a regular dealer at Van Cleve and Malta, is doing business with H. H. Rounds, the scoop shovel dealer at Hancock, Ia.

J. W. Youngerman is trying to hurt

the regular dealers at Wauke, Ia., Spencer Smith and J. H. Carter, by scoop shovel tactics.

Miller & Frisbie, grain dealers at Lime Springs, Ia., have built an engine house at their elevator in which to install a gasoline engine.

J. B. Graham is scalping at Carroll, Ia. The regular dealers are Junod & Culbertson and Ed. Nutter. M. A. Hoyt is not a grain dealer here.

C. V. Pollock, of Des Moines, Ia., has disposed of his interest in the grain business, which will be conducted by Carrington, Hannah & Co.

L. R. Brown, of Dawson, Ia., writes that he has completed an annex to his elevator consisting of a cribbed house of 20,000 bushels capacity.

J. H. Phelps, Elwood, Ia., Aug. 16: Oats rather poor quality; barley poor, color bad; corn very promising; hay poor crop, damaged by rain.

The elevator at Woden, Ia., of Frebel & Stoners has been taken possession of by the farmers, who have placed A. R. Barr in charge as buyer.

Frank W. Hill is a scoop shovel dealer at Maxwell, Ia. The regular dealers at Maxwell are Rufus Bullard and St. Paul & Kansas City Grain Co.

H. F. Saloman, of Remsen, Ia., was in Chicago last week and reported that the yield of barley in his district is larger than last year, but that all is badly stained.

George O. Holbrook, grain dealer at Onawa, Ia., who advertised his elevator in the Journal as for sale, writes us that he has sold the plant to Gray & Whyte, of Blencoe, Ia.

Moore Bros. & Felthouse, of Latimer, Ia., who operate along the Iowa Central, have engaged in the grain, hay and coal business at Algona, with A. T. Carr as local manager.

G. A. Stibbens, of Coburg, Ia., Secretary of the Grain Dealers Union of Southwest Iowa and Northwest Missouri, was in Chicago last week and reported a large crop of corn assured.

H. H. Smith is a scalper at Paton, Boxholm and Lanyon, Ia. Regular dealers at Paton are Roberts Bros. and J. S. Williams, and at Lanyon and Boxholm are Milmine, Bodman & Co.

The St. Paul & Kansas City Grain Co. has bot the elevator of William Finch on the M. C. & F. D., at Clarion, Ia. James Sturgeon has been appointed local manager for the new owners.

J. J. Williams, Primghar, Ia., Aug. 13: Wheat is turning out 15 to 25 bushels per acre; oats, 30 to 40; barley, 10 to 30. Wheat and oats are of good quality; barley very poor, quality nothing but feed.

The Spencer Grain Co. held its annual meeting at Spencer, Ia., Aug. 13. A dividend of 8 per cent was declared. R. Troendle was re-elected president. E. H. Tryon, treasurer, and T. O. Phelps, secretary.

H. H. Codner will continue the business of Codner & Lee, grain dealers at New London, Ia. Mr. Codner will increase his facilities for handling grain and has begun the construction of an elevator.

William H. Peiffer, of Melbourne, Ia., was married Aug. 1 to Mrs. Eva F. Stewart at the home of the bride at Buffalo, N. Y. For several years Mrs. Peiffer has been a very successful teacher in the city schools of Buffalo.

P. M. Ingold has given up his position with the Brooks-Griffith Co., to operate a line of elevators of his own on the

Minneapolis & St. Louis Railroad at Ter-til, Langdon, Spencer, Greenville, Rembrandt and Truesdale, Ia.

J. W. Curtis informs us that the St. Paul & Kansas City Grain Co., which has its headquarters at Minneapolis, Minn., has new elevators in various stages of progress at Storm Lake, Truesdale, Rembrandt and Sioux Rapids, Ia.

Do not forget that selling grain subject to a landlord's lien should be made a penal offense. After a few tenants have been sent to the penitentiary the grain dealers will not be required to act as rent collectors for the landlords of the state.

Geo. F. Salyers, of Strahan, Ia., writes that his elevator at that place was struck by lightning Aug. 16, and burned, together with 1,000 bushels of oats and 200 bushels of corn. All was insured, and the building will be rebuilt at once.

L. H. Raymond, of Mondamin, writes that F. H. Ludwig, of Modale, Ia., has sold his elevator and mill at Modale to parties from Nebraska for \$6,000, and the new owners will handle coal and lumber in connection with the grain and milling business.

Scalpners are as thick at Kingsley, Ia., as rats in a corn crib. They are Jim Nichols, J. C. Cottrell, John Warren, Bill Stevens and George H. Phelps. The regular dealers at Kingsley are T. S. Cathcart & Sons, Interstate Elevator Co. and Edmunds, Schade & Co.

K. Brewer, E. C. Brewer and U. S. G. Kent are scoop shovel dealers at Stanhope and Kamrar, Ia. Regular dealers at Stanhope, Ia., are Interstate Elevator Co. and the Marfield Elevator Co. Regular dealers at Kamrar are J. W. Pearce & Son, and Interstate Elevator Co.

The members of the Iowa Grain Dealers Association will appreciate the assistance of receiving houses and bidders who co-operate in discouraging this scoop shovel business, and will also give due consideration to those bidders and receivers who insist on doing business with scalpners and scoop shovel dealers.

Brown & Hayden, Wapello, Ia., Aug. 18: Bountiful rains have fallen in the past week, benefitting the growing corn more than can be estimated, altho a little late for some. Weather was good for saving small grain, which is nearly all in stack and bin. We expect a bountiful corn crop. Quality of small grain very good.

The annex recently built to the elevator of Rufus Bullard at Maxwell, Ia., is 20 x 50 feet, 22 feet high, with stone foundation and thoroly rodded. This makes the small grain capacity of Mr. Bullard's plant 35,000 bushels. The cupola on the elevator has been raised four feet and rodded, and the elevator also has been rodded.

B. F. Traxler informs us that the elevators of the Meriden Grain Co. and E. A. Brown at Meriden, Ia., were burned on Sabbath eve., Aug. 12. The former's house contained 10,000 bushels of white oats, insured for \$1,200. E. A. Brown, whose headquarters are at Luverne, Minn., carried \$2,000 insurance on house and contents in the Northwestern Iowa Grain Shippers Mutual Insurance Co., and was paid his loss in full two days after the fire.

Smith & Cole, who have been operating a small house at Emery, Ia., for two years, are now troubled with strong scoop shovel competition. The scoop shovel concern is regular dealer at several Iowa stations, and after its offer to buy the business of Smith & Cole was declined, placed a man on the street, and is paying

from $\frac{1}{2}$ to $\frac{3}{4}$ cent more for oats than Smith & Cole can get for them. Both should join the local association of their district and quit quarreling.

Iowa crop bulletin, Aug. 20: The past week was unusually hot and wet. In many localities the showers were accompanied by severe squalls, causing some damage to windmills, light buildings, stacks of grain, etc.; and heavy corn suffered some injury by being tangled and lodged. But the damage has been light in comparison with the vast amount of benefit resulting from the abundant moisture. Threshing has been delayed, but a good beginning has been made in fall plowing, with soil in excellent condition; and this is likely to result in an increased acreage of winter wheat in the southern section.

L. W. Wheeler, who is about to engage in the grain business in Iowa, with new elevators at Pocahontas, Everett and Ware, has been employed as assistant cashier of the City National Bank of Kankakee, Ill., for two years. Both Mr. and Mrs. Wheeler have resided many years at Kankakee, the former having earned a reputation for integrity and probity, while Mrs. Wheeler has been prominent in literary and club circles. Mr. Wheeler, altho a young man, has served a term as alderman and as assistant supervisor. The family will make its new home at Laurens, Pocahontas County, and is followed by the best wishes of its many Kankakee friends. Mr. Wheeler is not alone in the venture. With W. S. Wheeler and H. H. Wheeler, he has incorporated the Wheeler Grain & Coal Co., with \$20,000 capital stock and headquarters at Laurens.

KANSAS.

Fire at Bartlett, Kan., Aug. 16, destroyed the elevators of Mr. Whiting and the Strong Grain Co.

N. B. Hieatt, Willis, Kan., Aug. 13: We had a soaking rain here last night which forced a big lot of corn on the market. It will keep me busy the rest of the month.

Government crop report, Aug. 21: Kansas—Early corn made in east and south, severely injured in central portion; late corn badly injured, except in north-eastern counties; haying about finished; too dry to plow.

The best yield of wheat reported this season in Summer County was that of Jacob Miller, of Greene township. He planted "Oregon May" on 30 acres and reaped almost 45 bushels per acre, the total crop being 1,325 bushels.

The Kansas Board of Agriculture issued its estimates of yield Aug. 19. The yield of winter wheat is 78,081,000 bushels, on 4,268,704 acres; spring wheat, 754,000 bushels, on 109,829 acres; rye, 1,983,000 bushels, on 132,250 acres; oats, 32,457,000 bushels, on 1,058,259 acres; barley, 3,329,000 bushels, on 176,000 acres; flax, 1,685,000 bushels, on 186,481 acres. The condition of other crops is, broom-corn, 79; castor beans, 87; clover, 88; timothy, 83; alfalfa, 84; pastures, 80; millet, 68; sorghum and Kafir corn, 80. The area planted to corn is 7,369,020 acres, or 10 per cent less than in 1899. The condition for the whole state on Aug. 4 was 56 per cent. The unfavorable weather at that date has continued since and must have lowered the condition stated. Even abundant rains could work no improvement. The quantity of old corn on hand March 1 was 48,252,000 bushels, against 37,697,000 a year previous. On the same

date farmers had on hand 4,825,000 bushels of wheat, against 8,906,000 bushels on March 1, 1899.

MICHIGAN.

George Avery, of Three Rivers, Mich., is building a hay and grain warehouse. Austin Johnson and William Biles, of Saginaw, Mich., have bot the elevator at Silverwood, and will handle grain, hay and coal.

J. S. Lockwood, of Bailey & Lockwood, Laingsburg, Mich., was in Chicago recently to buy machinery for the new elevator.

Otto Delaporte, Niles, Mich.: Our flour mills are running steady every day, but I think we shall have to get our wheat from Kansas, as wheat in this section has been a failure for the past two years.

Government crop report, August 21: Showers have been very beneficial to corn, potatoes, beans and pastures, but have slightly interfered with oat harvest; oat harvest nearly completed; corn and potatoes continue very promising; beans and buckwheat somewhat shortened by extreme heat.

George H. Ward, the wealthy former president of the Detroit Board of Trade, who died several months ago while undergoing an operation at New York, is said to have had one wife in Detroit and another at New York. The two women discovered one another when the estate was to be settled.

MINNESOTA.

An elevator has been built at Arcola, Minn.

When you have grain trade news, write us the facts.

The Hyde Elevator Co. has enlarged its plant at Whalan, Minn.

Sawyer Grain Co., Minneapolis, Minn.: We like the Journal. Think it a good paper.

Ole Carlson, of Minneapolis, has leased the elevator at Maynard of the Nansen Grain Co.

Schmid & Anderson, of Wabasso, Minn., will build a large coal shed near their elevator.

W. C. Lieb, grain buyer at Pratt, Minn., for the Sheffields, died Aug. 7 of heart trouble.

Sever Swensen, of Dawson, Minn., has leased the elevator at that place of S. Christopherson.

E. L. Bulen, of Dexter, Minn., has bot the elevators at Dexter and Waltham of the Wykoff Grain Co.

C. E. Bagley & Co. will build an elevator at Welcome, Minn., 30x30 feet, to be equipped with improved machinery.

David Pearce, agent at St. Cloud, Minn., for the Minneapolis and Northern Elevator Co., was recently killed by lightning.

B. J. Morey has improved his house at Lanesboro, Minn., by putting in several new bins, increasing the capacity about 4,000 bushel.

The Wolverton Elevator Co. has been incorporated at Wolverton, Minn., with \$2,500 capital stock, by the farmers of Wilkin County.

J. Alvin Minckler has begun suit against the Minneapolis Chamber of Commerce to compel the Chamber to restore his membership.

Elevators will be built at Lakefield, Minn., by the Hyde Elevator Co. and the Cargill Co. The contracts have been awarded to L. O. Hickock.

The Duluth grain inspectors will discontinue the grading of grain as No Grade No. 2 Northern, No. Grade No. 1 Northern, etc., and will designate simply as No Grade.

Geraghty, Doran & Co. have engaged in the grain brokerage business at Minneapolis, Minn. M. E. Doran, of this firm, is a son of M. Doran, grain commission merchant.

The Western Grain Co., of Winona, Minn., has ordered, through the contractor, L. O. Hickock, a Hall Grain Distributor to be installed in the new elevator at Steen, Minn.

W. J. Jennison and William D. Gregory, who recently were suspended from membership in the Minneapolis Chamber of Commerce, have been reinstated by the board of directors.

The expenses of the Minnesota state grain inspection department for the year ending Aug. 1 have been \$224,538, including the board of appeals. The expense of inspecting and weighing exceeds that of last year by \$2,201.

The Fidelity Commission Co. has been incorporated at Minneapolis, Minn., to deal in grain. Capital stock, \$50,000; incorporators, Peter Nelson, Minneapolis; John Mohan, Beardsley; Andrew Parker and others, of Brown's Valley, Minn.

The Minneapolis Chamber of Commerce will vote on changes in its rules to suppress bucket-shops. Members can not afford to hesitate to do everything in their power to drive the betting joints away from the exchange and the grain business.

Ward Ames, of Duluth, has bot the controlling interest of the Brooks brothers in the Ames-Brooks Co., operating an elevator at Duluth and a line of country houses. The Brooks brothers are members of the Brooks-Griffith Co., of Minneapolis, Minn.

Foster & Miller, of Vesta, Minn., have been allotted a location on the C. & N.-W. Ry. at Redwood Falls on which to erect an elevator. The firm had some trouble with the road last fall. While they were building a warehouse the railroad employes threw the house off the right of way.

The McCabe-Dayton Co. has been formed at Minneapolis, Minn., to deal in grain and feed products. Capital stock, \$50,000; incorporators, James McCabe, W. J. McCabe and E. M. Dayton. The two former have been engaged in the grain business at Duluth, while the latter has been connected with a milling company at Minneapolis.

A. Rothschild, of Luverne, informs us that Kenneth, Minn., is a new station just opened by the B., C. R. & N. R. R., and located between Worthington and Hardwick, in Rock County, in the south-western part of the state. New elevators are being erected at Kenneth by E. A. Brown, of Luverne, and Howard & Bemis, of Edgerton. The postoffice is Hardwick.

Government crop report, Aug. 21: Minnesota—Small grains all cut; shock threshing begun in extreme north and progressing elsewhere, though week was not altogether favorable for threshing or stacking because of showers; quality of wheat excellent, yield good; good flax crop being cut; splendid corn crop beginning to mature; plowing going on in south.

Fire at Redwood Falls, Minn., Aug. 8, destroyed the plant of the Atlas Elevator Co., of Minneapolis, Minn. Four elevators owned by the same company at the same place have been burned since

1894. Incendiarism is suspected. Large stones were found in two hydrants near the elevator, and the nozzles of two sets of hose had been plugged. A car on the Northwestern side track was burned. Loss, \$5,000. The elevator will probably be rebuilt. A. G. Moritz, of Minneapolis, is president of the company.

MISSOURI.

Grain receipts at St. Louis are heavier than since 1887.

Wheat receipts at Kansas City, Mo., for the week ending Aug. 11 broke all records at 3,123 cars.

The United Elevator and Grain Co., of St. Louis, Mo., is making improvements in its plant at East St. Louis, Ill.

Dayton & Wooster have acquired the Exchange elevator at St. Louis, Mo., and will place John Dower in charge.

John E. Hall has purchased the Traders' elevator, at St. Louis, Mo., of W. L. Green, and will add a sacking department.

On account of the heavy arrivals of grain at Kansas City, Mo., additional switch and side tracks have been laid by the Missouri Pacific and Great Western railroads.

E. P. Caywood, Southwest City, Mo., Aug. 21: Very hot and dry in this section. Movement of wheat small. Ground is very dry, but most of the plowing for fall seeding is done.

President Kemper, of the Kansas City Board of Trade, is endeavoring to induce more of the elevators at that market to become regular, believing this would increase trading in futures.

William W. Powell, a millwright, has brought suit in the United States Circuit Court at St. Louis, Mo., against the Transfer Elevator and Grain Co., of St. Louis, to recover \$20,000 damages for injuries.

The C. A. Dayton Grain Co. has been incorporated at St. Joseph, Mo., to buy and sell grain. Capital stock, \$10,000; incorporators, Charles A. Dayton, of St. Joseph; Charles G. Benton, of Kansas City, and Henry Lichtig, of St. Joseph.

Kansas City officials have decided to mulct the gambling joints of the city to the extent of a monthly fine and be unmolested the rest of the time. It has not been made clear whether the bucket-shops, the house-breakers highwaymen and thugs will be granted the same immunity or not, but there is no good reason for discrimination.

Government crop report, Aug. 21: Missouri—Good rains in northern counties 13th and 15th greatly benefited corn, but in central and southern sections drouth continues, and corn is drying up rapidly, much late being practically ruined; cotton opening prematurely, some complaint of rust; plowing generally suspended; pastures dry and short.

Grain inspectors of the Southwest held a conference at Kansas City, Mo., recently, and agreed upon a standard for No. 2 Hard Winter Wheat. Among those present were Mr. McKenzie, chief of the Kansas Department; Mr. Gooding, of the Missouri Department; Mr. McMillan, of the New Orleans Department, and C. McD. Robinson, of the Galveston Department. Foreign buyers can now rely upon getting the same grade from all the Gulf ports.

Kansas City has experienced a rush of grain receipts from the first harvesting. Local grain men have had to work night and day to keep the cars moving, and to fill the orders from northern and eastern millers and grain buyers. Profiting by

past troubles the railroads over which the grain is arriving have declined to permit their cars to be turned over to the eastern connecting lines at Kansas City, preferring to retain them for immediate return to the grain fields. Wheat receipts at Kansas City for the week ending Aug. 20 have been 1,812,000 bushels, against 2,498,000 for the preceding week and 524,000 a year ago. For the seven weeks ending Aug. 20 the receipts have been 10,650,000, against 3,100,000 last year.

NEBRASKA.

C. H. Lindner, of Valparaiso, Neb., is enlarging his elevator with an additional story.

Louis Meyers is rebuilding his elevator at Germantown, Neb., which was burned last month.

Buckman & Marquardt, of Avoca, Neb., contemplate taking down their old elevator and erecting a new building.

The Hord Grain Co., C. H. Eckery of Morse Bluff, informs us, has bot the elevator of J. J. Murphy at Rogers, Neb.

E. Leet, of Fairbury, Neb., informs us that A. Upton has succeeded Lindell & Bailey in the grain business at his town.

The Crowell Lumber and Grain Co., Blair, Neb., has recently purchased two Hall Distributors for the elevator at that place.

C. H. Eckery, Morse Bluff, Neb., Aug. 13: We will have plenty of grain to handle the coming season, as we are having plenty of moisture.

W. C. Moore has purchased L. J. Dunn's elevator at Ohiowa, Neb., and is enlarging it to three times its former capacity and installing new machinery.

C. H. Eckery, of Morse Bluff, Neb., writes that Dowling & Purcell, of North Bend, Neb., expect to have their new and up-to-date elevator ready for business by 30 days.

The Western Grain and Stock Co. has been incorporated at Weston, Neb., to buy and sell grain. Capital stock, \$8,000; incorporators, P. Nygren, C. Dolezal, J. N. Frostrom, F. Henby and R. C. Carpenter, all of Weston.

R. W. Nelson, Bookwalter, Neb., Aug. 14: We have a good show for corn. Oats were light; wheat was very good, making from 20 to 35 bushels to the acre. I have loaded out since March 1, 44 cars of corn, wheat and oats.

Thru C. H. Eckery, of Morse Bluff, we learn that the J. E. Dorsey Grain Co., at Cordova, Neb., is putting on an addition and a new gasoline engine in their elevator, and also is doing some repairing on its house at Morse Bluff.

W. C. Moore, Ohiowa, Neb., Aug. 21: The corn crop in this section of the state will be immense. The most conservative estimates place it at 50 bushels to the acre. We are very busily engaged in moving a great deal of old corn.

Government crop report, Aug. 21: Nebraska—Hot week, with heavy thunderstorms in eastern part of state, accompanied by heavy hail, doing much damage in small areas; continued dry in western counties, where all crops have deteriorated and ground is too dry to plow; corn has improved in eastern counties; haying progressing nicely.

OUR OMAHA LETTER.

J. Starbuck, of Hebron, Neb., has sold his elevator at Deshler.

Blythe & Patton have succeeded Blythe & Schenberger at Blue Springs, Neb.

C. A. McCloud, of York, has succeeded Hubbell Bros., grain dealers at Bradshaw, Neb.

The grain movement in Nebraska, other than that of government stuff, is very slow, scarcely anything moving.

J. A. Connor has just completed the sale of 90,000 bushels of oats to the Chief Quartermaster, Department of the Missouri, at Omaha, for shipment to the Philippines and China.

Chief Quartermaster Hathaway, Department of the Missouri, informs me that 6,000,000 pounds of Nebraska oats have been purchased thru this department for export via Portland and Tacoma, presumably for China and the Philippines. M. N. B.

NEW ENGLAND.

L. Vaughn, grain dealer at Davisville, R. I., writes us that he is about to give up his business.

Edward P. Merrill, grain broker, Portland, Me., writes: Some of us think it would be better certainty, and profits would be larger, if the telegraph did not flash every variation of the market to the most remote crossroads. Oats have been selling freely lately; millfeed selling to a limited extent. Maine is receiving more summer visitors this year than ever before.

NEW JERSEY.

Sitley & Sons, grain dealers of Camden, N. J., are building an elevator at Gloucester City.

The plans of the New York Central Railroad for the improvement at Weehawken, N. J., opposite New York City, contemplate the construction of a grain elevator at some future time.

NEW YORK.

Readers will confer a favor by sending notices of new firms and business changes.

C. K. Yates, who operates a 10,000-bushel elevator at Farmer, N. Y., will buy a grain cleaner.

George A. Lee, formerly a well known grain operator at Buffalo, N. Y., is defendant in a suit to recover \$1,080.

The New York Produce Exchange has appointed a committee to secure uniformity of carload shipments to that market.

The Electric Grain Elevator Co., of Buffalo, N. Y., is erecting additional tanks to increase the storage capacity from 1,000,000 to 1,800,000 bushels.

The Watson elevator, at Buffalo, N. Y., one of the oldest in the city and not in the pool, has been closed. It was unable to compete with the other canal houses.

The Dakota elevator, at Buffalo, was built in 1885 by Stephen F. Sherman, who was afterward sentenced to state prison for stealing \$250,000 worth of grain from the elevator of which he was manager.

The damaged grain in the burned Dakota elevator, at Buffalo, consisting of 249,000 bushels of corn, 59,000 bushels of wheat and 3,900 bushels of oats, was bot by Louis Frohl & Son for \$27,400.

The practice of the elevator pool at Buffalo, N. Y., of overworking a few elevators while the others stand idle, is said to be the indirect cause of the recent fires at the Eastern and Dakota elevators.

Cole, Cleaveland & Curley is the style of a new firm in New York City. This firm will do a receiving, shipping and commission business. The members of this firm are well acquainted with the trade, all having been identified with a large New York firm for many years.

Insurance underwriters are discouraged by the recent heavy losses at Buffalo, N. Y., on account of the burning of the Eastern and Dakota elevators. The placing of large lines of insurance in old style elevators will be made more difficult for grain men. The underwriters are expected to cancel policies on their elevators.

The American Linseed Co. has accepted plans for a new 2,000,000-bushel elevator to replace the burned Eastern elevator at Buffalo, N. Y. Electric power will be used. Each leg will have a capacity of 15,000 bushels an hour. Manager F. S. Elder of the company says that bids for the construction will soon be received.

During the season of 1899 the New York Central elevator, at Buffalo, N. Y., owned by the railroad of that name, earned \$162,000. The earnings of the other elevators ranged from \$31,000 to \$100,000. Spencer Kellogg alleges that the small earnings of his elevator, \$31,000, show that he was discriminated against, altho last year a member of the pool.

The Dakota elevator, at Buffalo, N. Y., owned and operated by the Lehigh Valley Railroad Co., was burned Monday, Aug. 13. The fire was discovered in the machinery loft by the watchman at 6:12 a. m., and quickly spread downward thru two empty bins, the enormous quantity of water thrown on the flames having no apparent effect. The elevator was equipped with a dry pipe sprinkler system connected with a tank of 6,500 gallons capacity. Loss, \$375,000; insured.

The 250,000-bushel steel and cement, fire-proof elevator being built for the Husted Mill and Elevator Co., at Buffalo, N. Y., by the Macdonald Engineering Co., is nearly completed and will soon receive grain. Cement is used exclusively in the construction of the first story. The bins are of ordinary crib work, the hopper bottoms being formed of cement on cinders, hence no pockets are left in which fire may smoulder. The bins will be covered by a cement floor supported direct from foundation. The space above bins will be one story and constructed entirely of steel. The scale hoppers and the garners above them will be supported by steel girders. The scale beams will be on the distributing floor.

After the meeting of the American Linseed Co., at New York, Aug. 16, President Major said: "The directors decided to rebuild the Great Eastern elevator at Buffalo, which was destroyed by fire shortly after we acquired control. The plans provide for a 2,000,000-bushel elevator to be built of steel. In New York the company also proposes to greatly increase its facilities by increasing its marine equipment. The proposed improvements will cost \$600,000." A regular dividend of 1¾ per cent on the preferred stock was declared, but the dividend on common stock was passed. Negotiations are on foot for a consolidation with the British Oil and Cake Mills Co., Limited, thus forming an international combination.

NORTHWEST.

W. C. Gemmill is building an elevator at Worthing, S. D.

Whallon & Co. are about to build an elevator at Alpena, S. D.

Andrew Buck has taken charge of E. A. Rippe's elevator at Oldham, S. D.

A tornado at Harrold, S. D., on Aug. 18 destroyed the Van Dusen elevator.

The Cargill Elevator Co. is building a new elevator on the site of the one which was burned at Drayton, N. D.

J. H. Ehrle, formerly of Tyndall, has taken charge of the McCaull-Webster Co's. elevator at Wilmot, S. D.

Fire caused by lightning destroyed the elevator of the National Elevator Co., at Abercrombie, N. D., on Aug. 11.

The elevator of the St. Anthony and Dakota Elevator Co., at Galchutt, N. D., will be equipped with a Hall Grain Distributor.

Jacob Fergen and Daniel Shearer, of Parkston, S. D., have completed negotiations for the purchase of the Hunting elevator at that point.

Two elevators at Lennox, S. D., were burned recently. Loss, \$5,000. One house was owned by the Hunting Elevator Co., and the other by the Spencer Grain Co.

E. C. Van Hoesen, employed at Fargo, N. D., by the Van Dusen-Harrington Co., recently attempted suicide by shooting. His mind is affected, and a brother will place him in a New York sanitarium.

The elevator of C. A. Peplow & Co., at Kalispell, Mont., was burned on the evening of Aug. 5. The adjoining mill was damaged by smoke and water. Loss, \$24,000; insurance, \$32,000. The elevator will be rebuilt.

Government crop report, Aug. 21: North Dakota—Local showers have further retarded harvesting and threshing, which had been delayed by previous heavy rains; wheat in shock and stack is sprouting and moldy, while that cut continues to shell badly; corn and potatoes maturing rapidly. South Dakota—Frequent rains in many middle and northern counties further damaged grain in shock and stack, causing considerable spring wheat to sprout and mold, seriously damaged considerable early hay, generally retarded stacking, threshing and haying; flax, millet and late corn somewhat injured by hail in parts of seven middle and southeastern counties, elsewhere these crops progressed nicely; some wheat yet unharvested and is shelling badly in north portion; flax improved.

OHIO.

Send us notices of new elevators, new firms and business changes.

H. N. Oberlander, it is said, has purchased the elevator at Lykens, O.

An elevator is being erected on the Lake Shore railroad at Wauseon, O.

The Ohio state experiment station has never succeeded in growing spring wheat.

Palmer & Miller are the successors of B. H. Palmer & Son, grain dealers at Rockford, O.

H. G. Pollock, who is erecting an elevator at Middle Point, O., has just sold his grocery business.

At Toledo a carload of wheat or rye is understood to be 700 bushels, and settlements are made on that basis.

Jacob Sluterbeck and W. M. Wilmore will erect a grain elevator at Van Wert, O. The work will be supervised by John Lybarger.

S. Van Steenberg, of Talbot, Ind., has bot the elevator of H. H. Knapke at St. Marys, O., and will operate the house in connection with the plant at Talbot.

The Davis grain house at New Madison, O., has been purchased by Charles Heironimus and Lu Anderson, of Holmansburg, who will take charge Sept. 1.

Elevator A, of the American Cereal Co., at Akron, O., was damaged by fire

Aug. 21. Loss, \$150,000; insured. Contents, 150,000 bushels of grain. The building was equipped with automatic sprinklers.

Denison B. Smith, the veteran editor of the Toledo Market Report, and secretary of the Toledo Produce Exchange, has returned to his duties after an illness of two weeks, caused by a torpid and congested liver.

A. L. Alkire's elevator at Woodlyn, O., was struck by lightning Aug. 15, and burned. Loss, \$4,000 on building and \$2,000 on grain. The fire was discovered two hours after the building was struck. Mr. Alkire bot the plant four years ago.

Henry C. Dochsteiner and William Dochsteiner, brothers, have bot the elevator at Moffitt, O., of Southworth & Co., grain commission merchants, of Toledo, O. The elevator was built six years ago by Southworth & Co., at a cost of \$6,000.

Government crop report, Aug. 21: Ohio—Warm, with heavy showers; corn and pastures greatly benefited; considerable corn broken by high wind, but large crop probably assured; garden and truck crops good; potatoes blighting and only medium crop indicated; plowing for wheat progressing.

The Cincinnati Chamber of Commerce authorized directors to discontinue efforts to obtain Chicago quotations if they should deem it to be to the interest of the association. A proposition sympathizing with the Chicago Board of Trade in its efforts to suppress the bucket-shops was rejected on the ground that it was inappropriate for the association to pass upon the question at the time. The bucket-shops seem to have considerable influence in Cincinnati.

Tests during the past seven years by the Ohio experiment station show that the following wheats have exceeded Penquite's Velvet Chaff in yield: Poole and Mealy by an average of more than 4 bushels to the acre each; Red Russian by nearly 4 bushels; Nigger, Early Ripe, Currell's Prolific, Gypsy and Egyptian by 2 or 3 bushels; Mediterranean, New Monarch and Democrat by 1 to 2 bushels and Bearded Monarch, Valley, Deitz, Lebanon and Hickman by less than 1 bushel each.

Low grades of wheat will be quite plentiful in Ohio, Indiana and Michigan. Shippers want to buy it low enough. We received a car from Indiana that was the poorest car we have handled in a long while. There was simply nothing to it. Every kernel looked as though it was dead, and it was very dirty. The color reminded one of a very sick person, being awfully pale. That kind of wheat is very poor for mixing purposes, and the best bid we could get was 50 cents. We had other low grades that sold from 65 to 72 cents, but it was wheat that had a slight smutty smell, damp, mixed with rye, etc.—J. F. Zahm & Co.

PACIFIC COAST.

The people of eastern Washington are circulating petitions for the reduction of grain freights east.

New members are constantly joining the proposed new exchange at San Francisco. About 350 have subscribed.

The Washington Grain & Milling Co. has purchased a warehouse at Creston, Wash., which will be in charge of S. L. Huddleston.

The warehouse of the Los Angeles Hay Storage & Supply Co., at Los An-

geles, Cal., was burned Aug. 2, with 60 tons of hay. Loss, \$4,200.

The direct shipments of grain bags this season to Portland, Tacoma and Seattle, from Calcutta, are 10,563,000, of which 2,500,000 are not due to arrive before Sept. 15. It is estimated that 22,000,000 to 24,000,000 bags will be required in the Pacific Northwest.

San Francisco grain men are displeased with the export oats rate from Chicago to the Orient. The Southern Pacific gives a rate of 60 cents per cental from Chicago clear thru to Japanese and Chinese ports, whereas the rate from Chicago to the Golden Gate is 55 cents. This cuts the San Francisco dealers out of the deal.

The Northern Pacific Railroad Co. has terminated the agreement with the Oregon Railroad & Navigation Co., whereby grain was turned over to the latter at Wallula Junction for shipment to Portland, Ore. The Northern Pacific will divert the grain over its own line, and to Tacoma instead of Portland. The company considers Tacoma a better terminal for the grain traffic, and has constructed a system of six large warehouses at that point.

Government crop report, Aug. 21: Washington—Weather, first and last of week, warm, middle cool, cloudy and threatening, with light showers; wheat harvesting and threshing progressing rapidly, yield below average, quality good; oat-cutting commenced in western section, yield and quality good; rain much needed for pasture and gardens. Oregon—Week favorable for harvesting and threshing, but rain needed for gardens and pastures; wheat and oat yields continue disappointing; considerable spring wheat cut for feeding.

PENNSYLVANIA.

Members of the Commercial Exchange are said to be planning a raid on the Philadelphia bucket-shops.

R. S. McCague, of Pittsburg, Pa., has just put in a 600-bushel Invincible Oat Clipper and will clip oats in transit.

The firm of Dodge & Armstrong, grain brokers, Pittsburg, Pa., are receiving Chicago quotations regularly, running a bucket-shop, and people are betting on the Chicago quotations.

The Philadelphia Stock, Grain and Provision Co., 602 Bourse Bldg., Philadelphia, Pa., a bucket-shop, is receiving Chicago quotations and posting them on its blackboard every five minutes.

The proposition offered at a recent meeting of the Philadelphia Commercial Exchange, to increase the minimum carload deliverable on contracts for car lots from 500 to 700 bushels, was strongly disapproved. While members are in favor of a definite standard, they also prefer the small cars. The old rule has been in force several years, while the quantity loaded into cars has steadily increased.

S. B. Floyd is one of the oldest, if not the oldest, grain and hay dealers in Pittsburg, Pa. He brot the first bale of hay to Pittsburg from Canada on a flat car. The hay was so loosely baled and the bales so large that they cud not be gotten in box cars, but were brot on flat cars loaded with pig iron, which made up the required weight for the car. The hay was covered with tarpaulins for protection.

The July grain receipts at Philadelphia included 430,277 bushels of wheat, 2,572,000 bushels of corn, and 544,252 bushels of oats, and the exports, 265,370 bushels of wheat, 2,599,000 bushels of corn, and

317,280 bushels of oats. For July, 1899, the receipts were 586,350 bushels wheat, 3,541,000 bushels corn, and 757,350 bushels oats; and the exports, 231,350 bushels wheat, 2,331,480 bushels corn, and 750,660 bushels oats.

The Lackawanna Mill and Elevator Co., Scranton, Pa., writes: In connection with our new elevator we are building a new feed mill and are putting in a full line of machinery. We are also building a hay storage which has ground floor room for 100 cars of hay, all located on the main line of the Lackawanna Railroad. No crops are raised here, everything is shipped in, and we will buy hay, oats and corn direct from the western shippers.

The bucket-shops in Philadelphia are running in full blast. They are all posting Chicago quotations every five minutes, and while the legitimate dealers and members of the Bourse are being discriminated against, they having no quotations whatsoever. Most of the option business that used to go to Chicago from this market is now going to New York. The bucket-shops here claim that they are not trading in on Chicago quotations, altho they are receiving them. There is no doubt that this information is being stolen.

SOUTHEAST.

Grain men of Louisville, Ky., propose to organize a grain exchange.

G. A. Hax & Co., of Baltimore, Md., are the only firm in the city who weigh bran in hopper scales.

The only elevator at Savannah, Ga., has a capacity of 150,000 bushels. It is not used for grain any more, but as a store house for cotton.

Maryland wheat is arriving freely by boat at Baltimore. The crop of the state is estimated at 11,000,000 bushels and of exceedingly good quality.

The City Grain and Feed Co., of Columbia, Tenn., has begun work on the new corn shelling plant, which is to replace the one which was burned.

The Tennessee commissioner of agriculture states that wheat crop of the state will compare favorably with the past five years' average, or about 9,000,000 bushels.

G. A. Hax & Co., of Baltimore, Md., recently received a bale of hay in which was found a rock weighing thirty pounds, bearing the inscription, "A Memento from the West."

The shipment of a car of wheat from Hoods Mills, Md., to Fostoria, O., recently is an unusual occurrence. The Ohio wheat crop is very poor this season, while that of Maryland is exceptionally good.

The Southern Railroad has authorized shippers in Tennessee to mix grain and hay in carlots for transportation at grain rates to points on the Georgia division of the Southern. This concession will greatly facilitate the business of Memphis dealers.

The Merchants' Exchange of Memphis, Tenn., adopted the following rule Aug. 9: On all cars that are so heavily laden that a proper inspection cannot be made, after first inspection is made, the inspection certificate shall be stamped "surface inspection," and shall be subject to reinspection in three days. And such first inspection shall not be binding on contractor.

Commission men want to be on the lookout or some of them will have to take a back seat, but it will not be those

who "bite." The Southern Journal of Commerce of Louisville, Ky., is trying to make some of the Philadelphia commission men think (in the words of that circular) that they are the most reliable firm in the business in the United States, and as such "we recommend them to our readers." Sellers of gold bricks and other green goods should be advertised far and wide, and their nefarious schemes exposed.

SOUTHWEST.

An elevator will be erected in connection with the mill of Catlin & Carry at Shawnee, Okla.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The Choctaw Mill and Elevator Co. has a new elevator at Cereal, Okla., designed and equipped by Frank Kaucher.

A small elevator is being built at Reed- ing, Okla., for the Kansas and Oklahoma Grain and Elevator Co., by Frank Kaucher.

The Kansas and Oklahoma Grain and Elevator Co., it is said, has awarded the contract for an elevator at Cashion, Okla., to Frank Kaucher.

Theo. McGinnis, of Ferguson & McGinnis, hay and grain commission merchants of New Orleans, La., writes that the firm will dissolve partnership Aug. 31. Mr. McGinnis will continue in the hay and grain commission business on his own account.

Railroads in Oklahoma and the Southwest are said to discriminate against track shippers, in an endeavor to better serve prompt shippers having loading facilities or the grain actually on hand. This policy is bearing good fruit this season, and has so far prevented a grain shortage.

Government crop report, Aug. 21: Oklahoma and Indian Territory—No rain; hot, dry winds badly damaged all late crops; corn, grass, cane, kafir and broom corn being cut; cotton picking commenced, crop is seriously damaged over some localities and shedding top bolls; late cotton will be cut very short unless rain comes soon; grass burning up.

H. S. Potter, president, and W. A. Thompson, superintendent, of the St. Louis Steel Barge Co., were at New Orleans recently to look after the establishment of offices and to see what might be expected in the way of return freights. Mr. Thompson said: We will bring to New Orleans a vast field of grain that has heretofore gone to Baltimore and Newport News for export. We will tap an entirely new territory, and this port shall reap the benefits. Eventually we must have warehouses and storerooms at New Orleans, but for the present we will unload alongside the ocean vessels. The company is capitalized at \$110,000, but the sources are unlimited.

New Orleans grain exporters are unable to do business at the present basis of rates. The grain is going to Galveston on one hand and to several northern markets on the other side. Added to the high rates to that city is the difficulty of getting ocean transportation. John C. Fears, superintendent of Stuyvesant Docks, says: We have been at a considerable disadvantage owing to the lack of marine tonnage to handle the crop. The railroads can't afford to tie up cars in holding grain while waiting for ships, and by offering better facilities Galveston has captured quite a quantity

of business that would otherwise have gone through this port. I understand, however, that the difficulty is being rapidly remedied, and that there will be no lack of vessels this season to carry away whatever grain we can get.

TEXAS.

The Arbitration Committee of the Texas Grain Dealers' Association met in Cleburne, Aug. 15.

The warehouse of the Terrell Milling Co., at Terrell, Tex., containing 2,000 bushels of wheat, recently collapsed.

The steamship Hyades was chartered recently to take 200,000 bushels of Texas wheat from Galveston to New York, an unusual proceeding.

S. H. Colwick, of Clifton, Tex., has bot a 6-h. p. Fairbanks-Morse Gasoline Engine to be installed in the new elevator which is being built.

A 50,000-bushel cleaning house is being erected at Galveston, Tex., by Frank Kaucher, for the Hanna & Leonard Grain and Warehouse Co.

A new elevator has just been completed at Honey Grove, Tex., for Williamson, Blocker & Miller. The plans were furnished by Frank Kaucher.

The Greer-Moore Elevator Co. has been incorporated at Anna, Tex., with \$10,000 capital stock. Incorporators, R. C. Moore, J. L. Greer and J. P. Burris.

Quick loading records at Galveston were broken Aug. 13, when 158,000 bushels of wheat was loaded into the steamship Anselma de Larrinaga between 2 and 6 o'clock.

D. W. Martin, of Fort Worth, informs us that Baker & Chapman, of Rio Vista, Tex., have ordered a 12-h. p. Fairbanks-Morse Gasoline Engine to be installed at their grain house.

C. McD. Robinson, chief grain inspector at Galveston, expects that as soon as the present milling demand is satisfied, there will be a heavy movement of wheat to the Gulf ports.

Osborne, Eubank & Co., of Mabank, Tex., write that they will build an elevator next season. The firm is composed of J. M. Osborne, of Eddy, Tex., and T. H. Eubank and W. C. Jones, of Mabank.

D. W. Martin, Fort Worth, writes that Bean & Son, of Howe, Tex., have decided that the grain crop is too heavy and are now building an elevator. They have bot a 22-h. p. Fairbanks-Morse Gasoline Engine for the new plant.

The public weigher at Lampasas, Tex., has obtained an order of court to stop the practice of the grain dealers of weighing farmers' grain for them free of charge. Of course the public weigher would prefer the farmers to haul their grain all over town to find the public scales and pay him a fee besides. The grain dealers are not contesting the order of court.

Chief Inspector Robinson says: Texas had a fine crop this season, but it is in bad shape now. If we had a lot of good German farmers on some of these fine wheat fields the product of Texas would be hard to beat. The farmers have left it in the shock or it was never cut at all. The rains have fallen on it and much of it is ruined. I expect we shall have more or less trouble with it after it is threshed and sent to market.

WISCONSIN.

A large warehouse and elevator will be erected at Wausau, Wis., by the Jackson Milling Co.

Joseph Duvall & Son have succeeded the Kewaunee Grain Co., of Kewaunee, and Casco, Wis.

J. L. Ross expects to have his new cleaning elevator at Superior, Wis., completed by Sept. 1.

James Day and Hauser Bros. have leased land on the railroad at Rubicon, Wis., on which to erect an elevator of 10,000 bushels capacity.

The elevator at Vandyne, Wis., which was recently burned, was owned by Louis James, who acquired the plant two years ago. The building contained a gasoline engine and 75 bushels of grain. Loss, \$1,000.

The Milwaukee Chamber of Commerce adopted a rule, Aug. 15, whereby the millers are required to pay for all grain within seven days after purchase. This action is the result of long delays in unloading cars.

H. C. Bauman, the alleged bucket-shop operator at Milwaukee, Wis., against whom the Chicago Board of Trade had brought suit for an injunction to restrain the use of its quotations, on Aug. 22 closed his place of business rather than fight.

W. M. Alt, agent for the Northern Grain Co., at Mondovi, Wis., has completed a new elevator at that station for his company, to take the place of the one that was burned in June. The house is 24x25, with 40-foot cribbing, and was planned and built by Mr. Alt.

In view of the fact that the grain shippers on the Chicago & Northwestern road at Milwaukee are desirous of securing connections with the Pere Marquette car ferry, the Milwaukee Chamber of Commerce has urged upon the two railroads the establishment of a car ferry slip to be operated jointly.

Government crop report, Aug. 21: Wisconsin—Hot weather continues, with copious rains in northern and southern sections and light showers in central counties; threshing retarded by rains and much complaint of damage to oats by rust and mold; corn maturing rapidly; hay and pastures excellent, some fall plowing done.

E. P. Bacon & Co., of Milwaukee, Wis., will be represented in the territory west of the Mississippi River by O. A. Streator, recently of Sioux City, Ia., in the western portion, and J. O. Jones, of Zumbrota, Minn., in the eastern portion. H. M. Messer, who has represented the firm for many years in this territory, has retired on account of advancing years.

Willett & Runkel have succeeded Robert Eliot & Co., grain commission merchants of Milwaukee, Wis. The new firm is composed of L. L. Runkel and T. F. Sullivan, for many years in the employ of the firm, and Irving B. Willett, formerly with Paine & Co. Eliot & Co. is the oldest grain firm in Milwaukee, established 1855, and Mr. Eliot has seen all of his former competitors drop off and disappear.

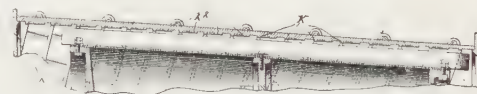
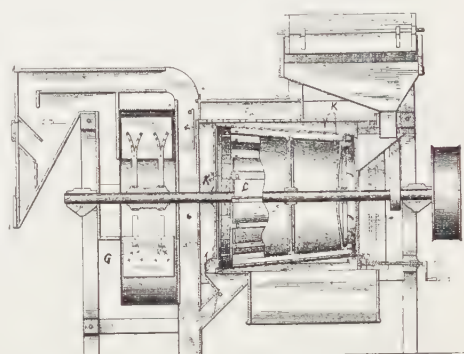
The rules of the Milwaukee Chamber of Commerce have been amended to provide that in buying or selling by the carload it shall be the rule unless otherwise provided, that the following quantities shall constitute a carload: Wheat, 700 bushels; barley, 850 bushels; oats, 1,200 bushels; rye, 750 bushels; corn, 750 bushels; flax, 625 bushels; timothy, clover, millet and Hungarian seed, 30,000 pounds; feed in sacks, 30,000 pounds; feed in bulk, 24,000 pounds; provided, however, that on the sales of carloads already arrived at Milwaukee the actual quantity contained in such carload have

been delivered by seller and accepted by the buyer, the car numbers be stated during the session when sale is made; but in case such carloads are bound for shipment and contain less than the minimum quantity required by carrier in order to obtain carload rates of freight, then the seller shall be required either to make up the difference in quantity or to pay the difference in freight at point of destination.

AN OAT CLIPPING MACHINE.

Clipped oats bring a good price and pay well for the labor expended on them. The demand for clipped oats has brought out many machines for doing the work. The accompanying cut shows an oat clipper for which William Mathews, of Chicago, Ill., has been granted letters patent.

When the oats are poured into the hopper they pass over riddles which remove the larger foreign bodies. The grain then enters the small end of a conical cylinder and is swept by the curved ends of the beaters into a spiral groove between the ridges or ribs of the cylinder. The passage of the grain along the groove is partially obstructed or retarded at certain points by means of cross ridges, and it is at these points that the grain is compact-



An Oat Clipping Machine.

ed, rubbed together and scoured. The scouring occurs to a greater or less extent the entire length of the grooves, but its greatest efficiency is at the cross ridges. Owing to the conical form of the cylinder, the scouring increases towards the discharge end, because of the increased velocity of the grain, which is due to the increasing diameter of the cylinder and the uniform narrowness of the grooves towards the discharge end.

The fan is fastened to the same shaft as is the cylinder and both are driven by one pulley. The fan creates a suction which causes the grain to cling closely to the bottom of the groove between the ridges; this helps the scouring, and is so arranged that it removes all the dust, mold and fine chaff.

The ridges which are shown in the cut by the letter K serve to change the position of the grain, causing that on top to go to the bottom, thus keeping it constantly mixed.

The adjusting mechanism is so arranged that the operator can adjust the machine while in motion.

THE CHICAGO ELEVATOR CO.

The report of the committee of bankers appointed by Governor Tanner to investigate the conduct of the state grain registrar's office in connection with illegal shipment of grain from the elevators of the Chicago Elevator Co., states that Lloyd J. Smith was responsible on the part of the Chicago Elevator Co. for the shipping out of grain without delivering up the receipts to be canceled.

Lloyd J. Smith's statement that there was sufficient cash on hand, money tied up in margins, and bills of lading to have practically wiped out the shortage, is contradicted.

The Chicago Elevator Co. was at fault for the noncancellation of its receipts and this arose largely from the want of proper attention given to the carrying on of the business by its officers and directors, who must be severely criticized for their method of operation.

No evidence has been produced before your committee tending to show that Lloyd J. Smith derived any benefit from or was personally interested in the proceeds of the shipments. The evidence shows that whatever profits there were inured to the benefit of the Chicago Elevator Co.

The board of railroad and warehouse commissioners should have enforced the law, as it stood upon the statute books. No public officer, individual, or corporation has the right to say that an act passed by the Legislature is impracticable or inconvenient and refuse to obey it for that reason. As long as it stands it must be enforced whatever its operation may be.

The committee recommends:

1. That the office of registrar be divorced entirely from politics and the office be filled by an appointee recommended jointly by the President of the Board of Trade and the President of the Clearing-House association. The registrar should be placed under \$100,000 bonds and paid a salary commensurate with his duties.

2. Every clerk in the office of registrar should be placed under bonds for the performance of his duties.

3. An act should be passed by the Legislature to render all clerks, bookkeepers, and employees of the registrar's office liable to fine or imprisonment for violation of the cancellation laws or failure to report any violation of which they are aware.

4. The system of bookkeeping in the registrar's office should be changed to adopt the system of the Audit company.

5. No grain should be sent out of an elevator without the inspector receiving the canceled receipts.

Freight Tables...

Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50% cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50% cents.

Price 15c. per copy. Two copies for 25c. Or ten for \$1.00.

GRAIN DEALERS COMPANY,
10 Pacific Avenue, Chicago, Ill.

THE ADJUSTABLE ELEVATOR DUMP

We claim superiority over all other dumps in giving all wagons enough pitch so that grain will leave the bed freely and in letting them down in the dump easy. They occupy less space and can be placed on all sill dumps now in use without changing trip or pins the sills are hung with.



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Bondville, Ill., July 3, 1900.

SIMS BROS., Paris, Ill.

GENTLEMEN:—I have had one of your wagon dumps in my elevator for about 30 days; I have four dumps in elevator. Put your patent on the hardest working dump that we had, and must say that it works to perfection. It is easy on the wagon as it goes down and is easy to pull out. Before putting in patent dump the farmers would always say don't put me on that hard dump. Now they say let me dump on the patent dump. It is a great favorite with the man that does the dumping. Would highly recommend it to all elevator men. It gives wagons more pitch so that grain runs out easier, and is a first-class dump in all respects.

Yours truly, H. A. CLEVINGER.

To responsible firms we will send them on trial, with freight prepaid. Write us for descriptive circular and price list.

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Price \$1.50.

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J. D. Rippey, Stafford, Kan.: Discontinue the advertisement, as I have sold one-half interest in my elevator business to C. F. Bucher. The sale was consummated through the advertisement appearing in the JOURNAL.



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UNION IRON WORKS

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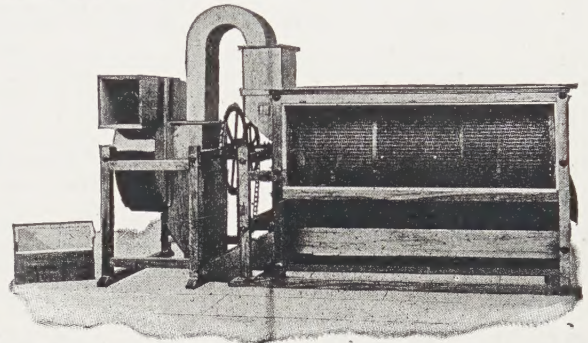
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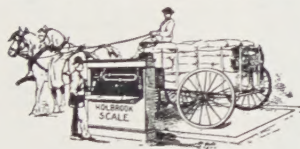
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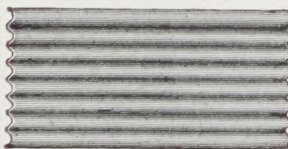
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To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

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Maroa: Crocker Elevator Co. Elevators on I. C. R. R.

Monticello: Knight & Son. Elevators on I. C. and Wabash.

Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.

Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W. C. & L.

Kentland: McCray & Morrison, P. C. & St. L.

IOWA.

Coburg: G. A. Stibbens. C. B. & Q.

Des Moines: Des Moines Elevator Co. Elevators on C. R. I. & P. R. R.

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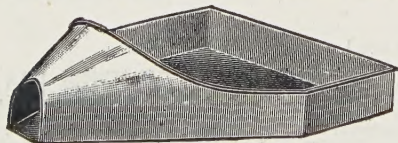
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KNOW HOW TO CRACK TRANSMISSION NUTS. HAVE YOU ANY TO CRACK?

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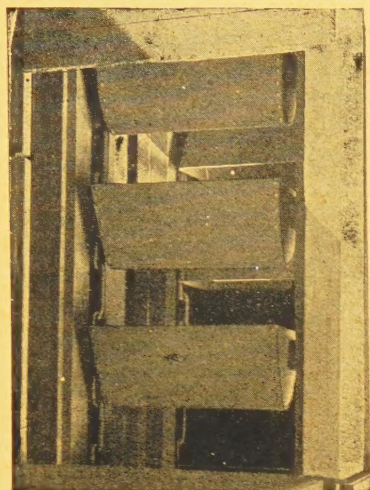
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ANY SIZE, CAPACITY OR STRENGTH

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For Country Buyers is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8 1/4 x 14 inches and at the top of the columns are printed Date, Name, Article, Gross and Tare, Number of Pounds, Number of Bushels, Price, Amount, Bin Number, and Remarks. Each page has spaces for 25 wagon loads and each book contains 100 pages, making each book contain spaces for records of 2,500 loads. The book is well printed on linen ledger paper, ruled in four colors and substantially bound in leather covers.

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FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.
IT IS ABSOLUTELY WITHOUT AN EQUAL.

If you need any paint it will pay you to send for circular.

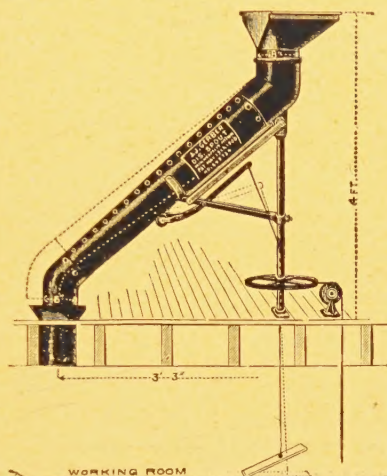
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That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



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THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT

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SOLD BY

J. J. GERBER SHEET METAL WORKS

128 Sixth Ave., So., MINNEAPOLIS, MINN.

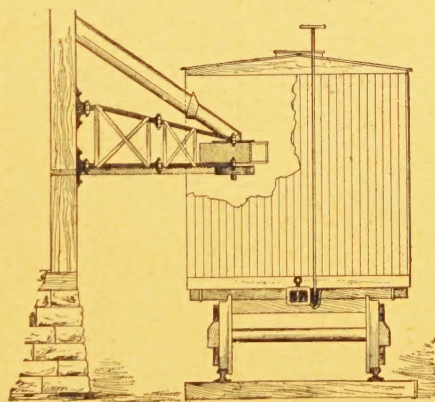
Mill and Elevator Work a Specialty.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.

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Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

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Exclusive Agents for United States
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This machine is made of iron and steel and will last a life time.

Easy to operate and can be ready to begin loading car in three minutes after car is in place.

Loads a car with more grain than can be loaded by a man with a scoop.

Loads both ends of car at same time, or will load only one end at time if desired.

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Will load successfully all kinds of grain.

Will not crack the corn.

When not in operation it folds back in the elevator out of the way.

Cannot be choked up.

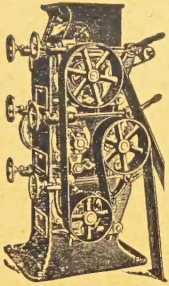
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Ours has no equal in Strength, Durability, Efficiency, Convenience, Capacity, and Quality of Work.

Several sizes. Prices very reasonable.

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a profit while doing so.

How much better to look ahead and
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Write TODAY for an Estimate on Your Work.

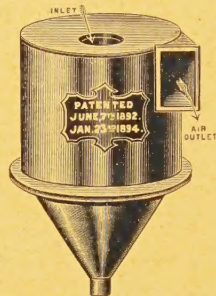
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